

Submission regarding The Northern Road upgrade – Mersy Road to Glenmore Parkway.
submitted by Patrick Darley-Jones

Point 1: I object to the proposal published in August 2018 to install traffic signals at Adams Road/The Northern Road. The reasons are as follows.

- a) The residents of Luddenham were presented with 4 options in July 2015 to divert The Northern Road through Luddenham and around the Western Sydney Airport site. We responded by 14th August 2015 advising that our preference was the Eastern Option as this would best serve the community.
- b) In February 2016 the Australian Government/RMS published the agreed details of The Northern Road Upgrade Stage 4 and it was noted by the community that the Eastern Option was the agreed route of the diversion and that a bridge would be used for The Northern Road to cross Adams Road.
- c) I note the options put forward by the RMS in the document tnr-4-adams-rd-intersection-options-assessment.pdf as per the study undertaken by Jacobs of North Sydney (undated document). It is my opinion that this study and report is seen as being un-necessary and superfluous to the agreed route published in February 2016, indeed I view this report as a total waste of taxpayers money.
- d) I consider all of the 3 options put forward in the above mentioned Jacobs report show evidence that the people undertaking the study have no understanding of the travel needs or habits of local residents, or even visitors for that matter. Had you consulted, and i notice you admit you have not, you would have found the following traffic uses for Adams Road;
 - i] Adams road is used by local residents to go to the Workers Hubertus Country club and as such there is no need to get onto or off the diverted The Northern Road
 - ii] Adams road is used as the direct route from the centre of the town to get to Liverpool via Elizabeth drive, again from the centre of the town there will be no requirement to get onto or off The Northern Road. Residents living in the north of the town will travel along the existing The Northern Road, to be renamed before The Northern Road diversion is completed, and directly access Elizabeth drive to drive to Liverpool.
 - iii] Adams road is used as the direct route from the centre of the town to get to St Marys or Twin Creeks resort via first Elizabeth drive and then thence to Luddenham road, , again from the centre of the town there will be no requirement to get onto or off The Northern Road. Residents living in the north of the town will travel along the existing The Northern Road, to be renamed before The Northern Road diversion is completed, and directly access Elizabeth drive to get to Luddenham road.
 - iv] Residents from the centre of the town wishing to use The Northern Road to drive south to the Camden region will access the diverted The Northern Road at the planned intersection at Eaton road, this being the most direct route. Residents from the north of the town will make their own decision as to whether to use The Northern Road junction at Elizabeth drive or the planned intersection at Eaton road, whichever will be the most direct and convenient route, I cannot envisage any situation where residents will turn off The Northern Road onto Adams road and then access the diverted The Northern Road to drive south.
 - v] Residents from the centre of the town wishing to use The Northern Road to drive north to the Penrith region or M4, or the M12 when it is completed, will access the diverted The Northern Road at The Northern Road junction at Elizabeth drive or they may use the planned intersection at Eaton road. Residents from the north of the town will simply use The Northern Road junction at Elizabeth drive, I cannot envisage any situation where residents will turn off The Northern Road onto Adams road and then access the diverted The Northern Road to drive north.
- e) I do not see that building the agreed bridge over Adams road will have any more impact on property acquisitions than that of the suggested traffic light intersection, the same amount of land will be required in both cases.
- f) Having the bridge over Adams road to carry the diverted The Northern Road will have no impact on business and property beyond that when the eastern diversion was agreed in February 2016. On the other hand putting a traffic light intersection at The Northern Road/Adams road junction will slow traffic for traffic flowing in both directions on Adams road and may indeed affect business at the Workers Hubertus Country Club and the shopping centre in Luddenham as people avoid the obvious delays and inconveniences of traffic lights, especially on a road they have been using for eons to conveniently access services.
- g) Having the bridge over Adams road to carry the diverted The Northern Road will have no impact on travel times on either the diverted The Northern Road or Adams road. On the other hand placing traffic lights at the diverted The Northern Road/Adams road intersection will cause delays on both

roads as traffic is brought to a standstill when the traffic lights are against them. Also, given that The Northern Road will be the priority road it is anticipated the most significant delays will occur to people using Adams road. In addition when the diversion is completed in the 2020's there will be significantly more traffic using The Northern Road from increased housing being built in the northern areas of Camden council, more people travelling to/from work in both the Camden and Penrith areas as well as the planned workforce and trucks that will be building Western Sydney Airport.

h) I believe that construction related impacts will be experienced on the diverted The Northern Road as more and more earth moving trucks from both the Western Sydney Airport and The Northern Road roadworks add extra congestion. Residents of Luddenham do not want any of this traffic diverted at Adams road.

i) I believe there will be considerable noise and air pollution impacts should traffic lights be placed at the diverted The Northern Road/Adams road intersection as the larger volume of traffic is brought to a halt at the traffic lights. Heavy vehicles will use their air brakes to slow down and stop at the lights, this noise will reverberate across the whole of the Adams road area around the intersection. In addition vehicles, especially trucks, will increase their noise impact as they move off from a standing start and extra fumes will be released at the same time.

j) Your stated 2014 and 2015 traffic surveys of 134 am peak traffic and 161 pm peak traffic, (ranging from about 70 to 80 vehicles an hour) would seem to be in keeping with the town population of around 1,000 residents where most households have two cars. I contend placing traffic lights at The Northern Road/Adams road intersection will cause significant disruption to the smooth flow of The Northern Road, all the more so as there will be two other sets of traffic lights that one can consider are quite close together, get these lights out of phase and considerable disruptions can occur.

k) I see no reason to accept your 2041 traffic projections for Adams road as being indicative of traffic flows, we note the total of your 2041 projections add up to 884 vehicles at peak time compared to the 295 peak time volume of 2014 & 2015. I can see no circumstances which see traffic increase by nearly 300% on Adams road over the next 21 years, I suggest to you traffic using Adams road has changed little over the past 21 years. Indeed I suggest you consult with Liverpool CC as they maintain the road and have both weight and speed limit that applies to Adams road traffic, I am sure they will advise little or new repair or refurbishment has been needed on the road in the past ten years, this suggests traffic volumes have seen little increase over these years.

l) I am delighted to be able to fully agree with your assessment of those properties which are eligible for noise mitigation in the vicinity of Adams road.

m) Your section 4 Options analysis make no sense when read in relation to any of the intersection options you put forward for the junction at the diverted The Northern Road and Adams road. The Aerotropolis land use has now been published and defines the whole area to the west of Western Sydney Airport as an Agricultural and Agribusiness Precinct, in short, as has been the case for the last 50 years when the Sydney Planning Authority placed a moratorium on development here in 1964, all residents of Luddenham understand we continue to be denied development permission and so the township is unlikely to grow in the coming years.

Point 2: I object to the Eaton Road (west of the alignment) now being restricted to be "Left in, left out only". It seems, although not documented as far as I can see, there will be a medium strip placed in the centre of the existing The Northern Road as it approached the diverted The Northern Road so forcing all traffic at the western end of Eaton road to have to turn left. This makes no sense, there is no median strip on The Northern Road now and as the exiting The Northern Road becomes a quiet side road where it approaches the traffic lights at the diverted The Northern Road I can see no reason to add a medium strip at this juncture. In addition, Eaton road, (west of the new alignment) is only some 200 metres or so from the shopping centre, the post office and the medical centre and it comes across as utter blind bureaucratic nonsense to expect people to travel extra kilometres just to get to their local services.

Point 3: I have not seen this in any of your newsletters or Project Updates but I was told of an important change to The Northern Road upgrade when I visited the community drop-in session on 6th September at the Bringelly community session. The verbal information given to me, and others, was that what was defined as The Northern Road Upgrade Stage 4 between Mersey Road Bringelly and Littlefields Road Luddenham has now been divided into Stages 5 and Stages 6. I am dismayed at this change having been advised that the Stage 5 section incorporates from Mersey Road Bringelly to Eaton Road Luddenham and Stage 6 incorporates from Eaton Road Luddenham to Elizabeth Drive Luddenham. I was also advised the contract for Stage 5 has been awarded but the Stage 6 contract is yet to be approved and it is envisaged Stage 6 is likely to be completed around two years after

Stage 5. I am aghast at the prospects of this delay of Stage 6, I consider that by the time Stage 5 is completed and work is underway on Stage 6 the level of traffic being carried on The Northern Road will have increased significantly and I see it as a disaster for the township when two lanes of traffic coming from the north and south turn on to the single lanes going through the town. I understand the need to complete the Stage 5 in a timely manner so work can continue on schedule on Western Sydney Airport, especially as the No. 1 Runway will be built within about 700 metres of the Eaton Road junction and will probably have to be underway as soon as the site levelling has been completed, any delays to Stage 5 will cause delays to this critical work. In recognising the importance of completing Stage 5 in a timely manner I call on you to recognise the importance of completing Stage 6 concurrently with Stage 5 and schedule the work to fit with the expectations and needs of the residents of Luddenham.

Thank you, Patrick Darley-Jones, Luddenham resident.