

From: TAYSIR DAWOOD <Taysir.DAWOOD@rms.nsw.gov.au>
To: <andrew.beattie@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
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Subject: Submission Details for TAYSIR DAWOOD (comments)

Confidentiality Requested: no

Disclosable Political Donation: no

Name: TAYSIR DAWOOD
Email: Taysir.DAWOOD@rms.nsw.gov.au

Address:
LEVEL 16, 101 MILLER STREET

NORTH SYDNEY, NSW
2060

Content:
Comments on Homebush Bay Bridge Proposal - Environmental Assessment

* It is noted that NSW Maritime owns Homebush Bay in title below the mean high water mark and also manages the bay and has delegation to give owner's consent for development within the Bay. It is also the proponent for development of land owned by them on the northern most part of Wentworth Point. In this regard, consideration should be given to liaise with the Project Manager in Maritime.

* As the bridge is not on a classified road and will only carry buses, cyclists and pedestrians designing the bridge for T44/L44 traffic loading as specified in the 1992 Austroads Bridge Design Code is considered satisfactory.

* The required width of the navigation clearance envelope under the bridge is shown as 20m but with a width required for the rowing course lanes of 39m. For the preferred concept design with 51m spans, insitu balanced construction would be very slow and is unlikely to be economically viable. Also the depth of the box girder at the Pier is substantially less than conventional span/depth ratios for this form of construction. For the box girder section proposed cast-insitu construction on falsework would be structurally feasible with a slight increase in girder depth, but temporary Piers would be required to support the falsework.

* For the causeway style approach spans, the extended precast panel skirts would be subject to damage due to unintentional impact. Supplementary supports would be required to support the panels.

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* It is noted that the Traffic Management and Access Assessment Report identifies that three intersections relating to the Wentworth Point area are operated at or near the capacity. Whilst the overall level of service (LoS) for Hill Road and Holker Street intersection is C, it is noted that the degree of saturation (DS) is 1.0 which is above the acceptable capacity level (0.9). Therefore, this intersection should also be identified as one of the intersections that are at capacity or at an unsatisfactory level.

* The Level of Service (LoS) of three existing intersections at Rhodes in Table 10 of the report is incorrect and misleading as the results indicate that all the intersections operate at an acceptable level (LoS above D). However, the recent analysis undertaken by RMS reveals that those traffic signalised intersections are operated at or near the capacity with LoS D or above. Therefore, the traffic modelling

analysis of these intersections needs to be revisited and updated.

The results are also inconsistent with the conclusion made in the following paragraph of the report that

"The road performance analysis suggests that the study area currently experiences areas with poor level of service during the peak periods causing congestion and delays"

- * The type and length of the longest design vehicle used for the Homebush Bay Bridge should be confirmed. While the current design adopts standard rigid bus 12.5m as the longest design vehicle, bridge design and turning paths should cater for the usage by even longer rigid buses.
- * The proposed speed zone on the bridge will be subject to approval by RMS.
- * The dimensions of bridge concept cross section as shown in Figure 26 are illegible. In this regard, a readable and well scaled plan in A3 size should be provided.
- * The preferred option for the cross section of the bridge and the associated lane width should be further explored and discussed. Option 2C is not supported. The design should aim to provide separate facilities for each of the three user groups (cyclists, pedestrians and buses).
- * Consideration must be given to how general traffic will be prevented from using the new bridge connection. This may include the design incorporating the use of physical treatments or other enforcement measures. Such measures should not obviously prevent emergency service vehicle use of the bridge.
- * The concept designs (Figure 30 and 31) for landing of the bridge at both Wentworth Point and Rhodes area lacks details such as geometric layout, line markings, lane width, footway and the transition between a Bus Only lane into a general traffic lane. Road safety for all road users should be addressed to Councils' satisfaction and should comply with the relevant Austroads Guidelines.
- * Details of pedestrian and cyclist network within both Wentworth Point and Rhodes West areas should be provided as well as the interface between the proposed bridge and the existing network.
- * The proposed roundabout and pedestrian crossing at Wentworth Point area should be referred Council's Local Traffic Committee for consideration.
- * The proposed pedestrian crossing at Rhodes area should be referred to Council's Local Traffic Committee for consideration.
- * The type of proposed barrier separating pedestrians and the bus lane should be confirmed by RMS and be designed in accordance with Austroads, RMS' supplements and the relevant design standards.
- * As the proposed bridge is used by regional buses, it is suggested to identify suitable bus routes and the frequency of the bus service both within Rhodes and Wentworth Point local road networks and associated treatments at the intersections to support this initiative. In this regard, Transport for NSW and STA should be consulted with regard to the potential designated bus routes within both areas and the frequency of the bus service.
- * A Construction Traffic Management Plan and associated traffic impact assessment detailing number of daily and hourly construction vehicular trips generated and its impact on the road network , construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to RMS and Council prior to the issue of a construction certificate. The relevant key intersections related to both Rhodes and Wentworth Point areas should be analysed and modelled as part of traffic impact assessment of the construction works.

IP Address: - 163.189.217.40

Submission: Online Submission from TAYSIR DAWOOD (comments)
https://majorprojects.affinitylive.com?action=view_diary&id=29433

Submission for Job: #4331 Homebush Bay Bridge - Project Application
https://majorprojects.affinitylive.com?action=view_job&id=4331

Site: #2374 Homebush Bay Bridge
https://majorprojects.affinitylive.com?action=view_site&id=2374