

Correct Planning and Consultation For Mayfield Group

CPCFM

“Correct Planning and Consultation develops quality communities”

Submission **MI Hexham Bridge replacement**

Correct Planning and Consultation for Mayfield is a sizable community group based in the Mayfield and Portside suburbs area of Newcastle.

CPCFM is based on effective engagement and communications and ensuring that planning for projects produces a solution that fully meets the long term needs of the community.

We would like to raise the following points:-

1. There is a very clear need for this missing link of the M1 to be constructed and is well overdue.
2. The peak congestion times relate to holiday traffic loads when holiday traffic gridlock occurs. However peak demand relates to normal daily activity.
3. The proposed works to upgrade the roadway in the Hexham area will change the dynamics of the current traffic flow in the east west direction along Maitland Rd and environs.
4. There is urgent need to disperse traffic in the area and provide alternate road options that in most cases would better meet the needs of road users. CPCFM would like to make three suggestions:-
 - There must be a major roadway established from Maitland to Kurri Kurri and on to Cessnock and to the Central Coast.
 - Develop the “Novocastrian Highway” from Nelsons Bay to Swansea South utilising an upgraded Inner City Bypass. This would be a dual carriageway with 100kph speed rating.
 - A major upgrade of the Link Road by making it an eastbound extension of the Hunter Expressway to the Inner City Bypass at Jesmond.

5. The area is likely to undergo major changes to the rail services in the area. These are likely to include:-

- The establishment of a Very Fast Train service along the East Coast
- The establishment of a Lower Hunter Freight Rail Bypass of Newcastle
- The double stacking of the rail freight route from the Port of Newcastle west to Narrabri.
- The expansion of passenger train services.

It would be economically unsound and very poor planning decision if the M1 Hexham project was to impede these important projects. It would be unsound if the roadway was to construct a series of concrete “fences”.

6. The Port of Newcastle is clearly going to undergo major changes in the future. Many of those changes will include considerable impacts on road traffic flows. Newcastle as a major coal export port puts very little traffic on the roadways as their main commodity is coal that is delivered by rail.

Gas, Hydrogen, break bulk cargo, fuel and containers are the identified key directions.

The PoN is proposing a major container terminal handling 2m TEU’s or more. Two million containers could generate in the order of 5 million heavy truck movements in the absence of major additional rail facilities.

There is no evidence that this sort of major shift in freight has been considered in the M1 Hexham proposal.

Clearly the volume of dangerous goods movements is likely to increase significantly.

7. There is considerable commercial and tourism infrastructure established in the Heatherbrae / Raymond Terrace Area. Assess to and use of these services must be provided and encouraged.
8. The proposed roadway must provide a seamless 110kph freeway structure that is free from crunch points and speed reduction zones.
9. The proposed route is not a straight line. This builds inefficiency into the roadway forcing people to travel slower, use more fuel and impede traffic flow.

10. CPCFM believes there is a major need to simplify the route.

This could be achieved by:-

- Using one or more tunnels to allow the roadway to operate below the surface
- Straightening the route.
- Reducing the number of off /on ramps
- Reducing the need for expensive flyovers

- Redirecting traffic from the area
11. It is unclear how the new roadway will handle new and emerging vehicles and vehicle guidance systems. EV's, Hydrogen power, driverless technologies and a range of other technologies will be common by the time the roadways are operational
 12. EV's Hydrogen, Petrol and Diesel and other fuels will require charging and refueling facilities and as such are of significant importance and must be provided for. For drivers and passengers rest stops and refreshment facilities are also critical. The Heatherbrae area is a very convenient and logical location between Taree and the Twin Servos at Jilliby. Adequate crash brake down and by pass facilities are also very critical.

The construction of this roadway is very important and must provide maximum benefit to the community.

The roadway is very complex due to the diverse traffic needs, the high traffic volumes, the speed of the vehicles and range of freight carried. The topography and flood plain environment and sheer size of the works will be challenging.

CPCFM urges the RMS to engage in the principles of correct planning and consultation as the key strategy to a productive and environmentally acceptable outcome.

CPCFM is happy to discuss and elaborate on the points raised in this submission.

John L Hayes

Convenor CPCFM

jlhayes@bigpond.com

mobile 0400 171 602