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# Moorebank intermodal will cause traffic chaos: modeller

GOVERNMENT 10 MAY 12 @ 02:04PM | BY LOUISE GOODWIN

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Traffic modeller Narelle van den Bos says an intermodal will cause traffic chaos. ARMEN DEUSHIAN

## Bloc

TRAFFIC modeller Narelle van den Bos has urged Liverpool to move past low self-esteem and demand a future without intermodals.

Mrs van den Bos has grave concerns for the area after doing her own traffic modelling using the SIMTA concept plan, readily available data and industry standard software.

"The intermodal projects promise jobs, which would be great, but Liverpool needs to get over its low self-esteem and demand the right kind of jobs," Mrs van

den Bos said.

The Chipping Norton resident used NSW Bureau of Transport Statistics data and a portion of the forecasted growth for five of Sydney's existing intermodals and modelled future traffic conditions should the SIMTA project go ahead. She said roads that residents used to get to shops, medical appointments and schools would become gridlocked.

"There will be trucks using the M5 and M7, but also 27 per cent using the Hume Highway - many of these roads are already in trouble," she said.

"We have trucks everywhere now without the background traffic, so in the future we won't be able to move."

Mrs van den Bos also said the Hume Highway's Liverpool intersections, the M5 and the Newbridge, Heathcote and Moorebank roads juncture had poor service level ratings, a measure for traffic flow.

"A lot of these roads are already at capacity and it's only going to get worse," she said. "There's enough information to suggest a detailed independent study is imperative."

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Diana writes:

Posted on 23 May 12 at 05:25am

@ Glen & Madan, well big business guru Alan Jones, & some of his allies like Andrew Bolt & Chris Smith, actually like this arrangement & have no qualms about it. His recent interview with freight guru Chris Corrigan was a loving affair! His favourite word from the dictionary is of course 'corporate'

You say that you dont listen to commercial radio...well maybe you should...like some of the classic hits stations. I'd pick Jones, Amanda & Ronnie Sparks over loud-mouth Alan Jones ANY DAY!

Madan Bhati writes:

Posted on 21 May 12 at 07:00pm

It's good that we have had Narelle's view on this. As an expert in her field, if she states there will be a problem with the local roads , then we should be concerned and vigilant. The issues for me are traffic, air and noise and I am not willing to support the SIMTA proposal unless there is modelled evidence that the impacts will be minimal. But I'll want to be sure what "minimal" means.

Glen writes:

Posted on 20 May 12 at 04:18pm

I had the opporunity to listen to Narelle van den Bos speak about this Moorebank Intermodal nightmare on ABC 702 am radio (I don't listen to commercial radio). I heard her on radio at this time of the morning because I was STUCK IN HORRENDOUS traffic yet again trying to navigate Newbridge Rd and Governnor Mac Drive lights. Its good of her to do the modelling and come up with some realistic results. I was also was surprised to hear from her that in one study they called our "local roads" as the just the "road outside the front of your house". So, does that mean no-one leaves their home to use roads in our neighbourhood to get to work, sport, schools etc. How are we expected to manage this? Will they supply us all with helicopters to fly over this mess?

Micky Dee writes:

Posted on 19 May 12 at 08:09am

Continued: I have discussed this with SIMTA on two occasions and as yet they have no solution. Remember the road at this point is actually a bridge over a river. Whilst traffic and congestion is only one aspect of this proposal there are many other reasons why the decision to place it in the moorebank area should be re-considered. The moorebank site would have made sense 30 years ago but not now.

Micky Dee writes:

Posted on 19 May 12 at 08:08am

Continued: SIMTA has confirmed that anzac road and the weir crossing at the southern end of moorbank avenue will not be used as heavy vehicle access to the intermodal. Therefore all heavy vehicle movements will involve moorebank avenue. The M5 on/off ramp at moorebank avenue is already heavily congested and difficult to negotiate in a heavy vehicle given the close proximaty to the hume

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highway ramps and lane 1 entry/exit crossover. I.e vehicles are accelerating and decelerating whilst crossing lanes in a very small area. Exiting from the M5 in an easterly direction is very difficult and entry to the M5 westerly with a b double combination can be extremely difficult given the following factors: radius of the on ramp curve, acceleration, gradient of the roadbridge and crossing to lane 2 over lane 1 exit. If you think it's easy you try it! To be continued:

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