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One truck in or out of Moorebank freight terminal every six seconds

## One truck in or out of Moorebank freight terminal every six seconds

SHERY DEMIAN

16 May, 2012 12:00 AM

LIVERPOOL will grind to a standstill by 2021 if the freight hubs proposed for Moorebank are approved.

Traffic expert Narelle van den Bos, of Chipping Norton, said it would be nearly impossible for anyone to travel through Liverpool.

She said there could be almost 14,000 trucks every day, 600 every hour, 10 per minute or one every six seconds going in and out of the freight terminal proposed by SIMTA.

And those numbers would be more than doubled if the federal government proposal was approved, too.

Mrs van den Bos and her husband Paul modelled the effects of just the SIMTA freight proposal.

The couple have done their homework on the project and they have given it a big F.

The level of service on many of the local roads in Liverpool will also be at level F — which in traffic terms means gridlock would be imminent. "An A level of service is good, an F means traffic is really bad," Mrs van den Bos said. "Road authorities start to worry when it gets to a level D.

"The roads would be at more than capacity. No one will be able to move freely."

Mrs van den Bos said a letter from SIMTA late last year that informed residents about the project had highlighted the fact there would be no increase in traffic congestion on local roads.

"There would be no effect on what the road authorities call a local road but what residents would consider to be a local road, the ones they use to get around Liverpool, would definitely be affected."

Mrs van den Bos said 23 per cent of trucks leaving SIMTA will need to travel up the Hume Highway, causing trouble for major intersections on the main road. Another 30 per cent will use the M5 and the rest of the freight will need to use the M7 and wherever else they can use to get through.

"It'll cause the trucks to rat run," Mrs van den Bos said.

Trucks will also go through local roads including Moorebank Avenue, Newbridge Road, Governor Macquarie Drive and Bigge street to find the easiest, shortest routes.

Mrs van den Bos said it was a joke that SIMTA suggested it would be removing 2700 trucks off the road between Port Botany and Moorebank by using rail.

"It's not actually reducing heavy traffic," she said.

"The only reason there would be 2700 trucks is because the intermodal has been built at Moorebank in the first place."

Mrs van den Bos said the concept plan submitted by SIMTA in their environmental assessment stated there was forecast capacity issues for the local and regional road network, regardless of SIMTA's proposal.

"So what they're saying is, traffic is going to be bad - we may as well contribute to it," she said.

The couple analysed data from NSW Bureau of Transport statistics and used the same transport-modelling software the state government uses for its transport model.



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As well as Reilly St, Kurrajong Rd, Hoxton Park Rd, Cowpasture, Elizabeth Drive to name a few . All we need to do is notice the trucks that run alongside us today and quadruple it, If the intermodals go ahead. And this is before touching on increase in accidents, deaths etc etc We have children here growing up who will soon get a licence and they will have to contend with trucks. Do we need a couple of road deaths in Liverpool for the govt to take notice. Thats not even touching on pollution and its effects. The govt is shortening the lives of Liverpudlians. Disgusted.

Posted by **Dara**, 16/05/2012 1:20:39 PM, on Liverpool Champion

It has been stated to me they dont know how these trucks will get onto the M5 as the highway is gridlocked for a long time during the day.Which means they will have to travel through heavy residential areas which arent built to cater for this volume of traffic.Also with 26 rail bridges from Port Botany to Moorebank it will be impossible to achieve the 40% by rail .I have seen reports that they are now aiming at 28%.Also the containers containing multiple consignments will mean the number of diesel trucks entering the area will be greatly inflated John Anderson, Wattle Grove, 0409368603.

Posted by **john anderson**, 16/05/2012 3:47:00 PM, on Liverpool Champion

I was traveling up the M5 citybound yesterday afternoon about 3:30pm. Traffic was at a standstill on the Moorebank Ave/M5 on ramp heading south trying to access the M5. I turned off onto Moorebank Ave to check this out further. As expected traffic was banked back a few hundreds metres in both directions trying to get onto the M5. Cars trying to turn left onto the M5 coming out from where the proposed intermodals are was backed up way past the Anzac Ave/Moorebank Ave intersection. This is now...just imagine what an extra 2600 trucks and 3200 cars on this road per day will be like!

Posted by **JB**, 16/05/2012 4:05:53 PM, on Liverpool Champion

Please click on the following link of an interview with Mr Albanese on 12th May 2012.

<http://www.abc.net.au/worldtoday/content/2010/s2897303.htm>. Forget the 19,000 trucks Mr Corrigan predicts will be taken off the roads. Mr Albanese is now saying the intermodals will take a MILLION trucks off the M5. There is also a podcast you can listen to. Geez, if I was in the trucking or transport industry I would be very nervous.

Posted by **JB**, 16/05/2012 4:50:05 PM, on Liverpool Champion

This titanic development will be a titanic disaster. Why is Mr Albanese pushing it through without proper preliminary studies? Reckless irresponsibility. The demand for the freight is exponentially greater in the Blacktown - Penrith strip. This will force these millions of B-doubles and B-triples from the Moorebank site to transit all the suburbs in between, belching diesel fumes and wrecking the roads with their huge mass. Who is going to pay to fix all the roads? Why is the Intermodal not being built in the Blacktown - Penrith strip, where it is actually needed?

Posted by **Cherie Saxby**, 16/05/2012 6:18:59 PM, on Liverpool Champion

lets see them enter a 100klms an hour traffic stream heading West....sorry then....40 klms an hour in future on the so called M5 Motorway!.....add that factor in folks!

Posted by **Roy Carter**, 16/05/2012 10:16:12 PM, on Liverpool Champion

On Friday afternoon I left Liverpool CBD at 3.15pm. On turning into the Hume Hwy bypass the traffic came to a standstill. 3.30pm, not even into the peak hour.

Albanese and his advisers must have marbles in their heads. Liverpool will become a permanent parking area compliments of these dumb, no commonsense politicians.

They really have no idea.

Posted by **Allan C**, 19/05/2012 1:12:26 PM, on Liverpool Champion

Why can't Liverpool attract something requiring educated jobs such as a technology park or university to this ideal block of land.

We have a lot of very achieved young people in Liverpool who have to look elsewhere for work. Our bright young adults want to stay here and be employed here. We need to strive to give them the opportunities they deserve.

Posted by **narelle**, 20/05/2012 4:39:40 AM, on Liverpool Champion

Governor Macquarie Road, which I travel on every day, is already congested with trucks travelling in both directions at all times of the day.

If the Intermodal is built the traffic conditions will worsen dramatically in all the surrounding areas and the pollution will become a health hazard to the residents.

Why isn't the Intermodal built in a rural area which has a rail link close by eg. Campbelltown/Camden area adjacent to the M5.

That would have no impact on suburban traffic as the trucks would not be travelling through suburban streets to reach their destinations.

Posted by **FR**, 20/05/2012 9:01:15 AM, on Liverpool Champion

Can't anything be done to stop this irresponsible Minister Albanese from disregarding proper procedure re: the EIS.

What has happened to this Country? Why do we allow Governments to be dishonest to the people who helped put them in power.

Posted by **rosie**, 20/05/2012 4:03:16 PM, on Liverpool Champion

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Concerns: Narelle van den Bos talks about the traffic problems the freight hub proposals could cause. Picture: Luke Fuda

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