



1) How is Roads and Maritime planning to monitor air quality pre, during and post construction? If not, why not? How and when will this information be available?

Before, during and post-construction, air quality monitoring is managed by Sydney Motorway Corporation and its delivery contractors, CPB, Dragados and Samsung (CDS), in line with planning conditions.

The conditions of approval for the New M5, show operational air quality monitoring and reporting requirements (refer to conditions E1-E31).

Air quality measurements are taken at “receptors”, which were identified as part of the EIS. A map and list of these can be found in the attached document.

2) How is Roads and Maritime planning to monitor noise pre, during and post construction? If not, why not? How and when will this information be available?

During construction, noise monitoring is managed by Sydney Motorway Corporation and its delivery contractors CDS.

The conditions of approval, show operational noise monitoring, reporting and display requirements (refer to planning conditions E32-E39).

3) Has a detailed traffic study been conducted which models the impact of WestConnex New M5 traffic flow on secondary roads in the local area? If not, when? How and when will this information be available?

Outcomes of traffic modelling for the New M5 are contained within the New M5 Environmental Impact Statement (EIS), which is available to view online. In line with the planning conditions, Roads and Maritime carries out and displays the outcome of traffic counting both within 12 months and five years after completion, to assess the network's performance.

4) Once WestConnex New M5 is operational, what traffic volumes are projected for the following streets: Euston St/McEvoy Road; Mitchell Road; Fountain Street; Henderson Road; Wyndham Street?

Outcomes of traffic modelling for the New M5 are contained within the New M5 EIS which is available to view online. In line with EIS conditions, Roads and Maritime conducts and displays the outcome of traffic counting both within 12 months and five years after completion, to assess the network's performance.

5) What does Roads and Maritime modelling show for AM/PM peak hour performance at key intersections, e.g.: Fountain Street and Mitchell Road; Fountain Street and Euston Road/McEvoy Street; Mitchell and Sydney Park Roads; Mitchell Road and Copeland Street; Mitchell Road and Henderson Road; Henderson Road and Wyndham Street?

Outcomes of traffic modelling for New M5 are contained within the New M5 Environmental Impact Statement, which is available to view online. In line with EIS conditions, Roads and Maritime conducts and displays the outcome of traffic counting both within 12 months and within 5 years after completion, to assess the network's performance.

6) Has the CBA's imminent move into ATP (bringing an extra 10,000 workers into the area) been factored in to the local traffic forecasts?

Roads and Maritime traffic modelling, and in collaboration with Transport for New South Wales' broader transport masterplan for Sydney, takes into consideration population growth in the area and along the entire WestConnex corridor. Roads and Maritime forecasts are based on population projections from the Department of Planning and Environment (DP&E) available at:

<http://www.planning.nsw.gov.au/Research-and-Demography/Demography/Population-projections>

The DP&E projections are at a Local Government Area (LGA) level. These projections are then refined at a smaller geographic level known as a Travel Zone by Transport Performance and Analytics (TPA), a specialist unit within Transport for NSW.

The TPA projections take into account the best information that is available at the time. A specific development may or may not be included, especially depending on the size of the development.

DP&E will generally update their projections every 2-3 years. TPA may release additional projections.

7) Do the forecasts factor in currently planned developments? e.g.: Ashmore Estate, Central to Eveleigh, Green Square, Waterloo Estate?

Roads and Maritime traffic modelling, and in collaboration with Transport for New South Wales' broader transport masterplan for Sydney, takes into consideration population growth in the area and along the entire WestConnex corridor. See response to question six for further information into how Roads and Maritime works with the DP&E.

8) Will the introduction of a 'No Right hand turn' at Mitchell Rd, as discussed in the EIS, be going ahead? If this is yet to be determined, when will a decision be made?

- a. Roads and Maritime is working with City of Sydney Council to finalise the traffic movements at key intersections within the scope of WestConnex New M5.

9) How does the WestConnex Road Transport Model differ from Strategic Travel Model?

The Sydney Strategic Travel Model (STM) includes all modes of travel; train, bus, vehicle driver, vehicle passenger, walk, bicycle and taxi.

The WestConnex Road Traffic Model (WRTM) incorporates the vehicle driver forecasts from the STM and has more sophisticated modelling of the routes which vehicles use especially the toll choice component.

10) The WRTM assumes a city-bound exit at Camperdown. Given that this is no longer happening, how does this impact forecasts?

The proposed Camperdown on/off ramps were part of WestConnex M4-M5 Link, or "Stage 3" of the project. Its EIS, due mid-2017, will detail any traffic impacts on selected local roads around the St Peters Interchange (and other tunnel portals).

11) What will be the speed limit on Euston Road?

60km/h – between the New M5 motorway exit at the corner of Euston Road and Campbell Road and the intersection of Euston Road and Maddox Street.