

11 September 2024

Attention: Department of Planning, Housing and Infrastructure (DPHI)

**Project – Rankin Park to Jesmond – Newcastle Inner City Bypass SSI 6888**  
**Traffic and Pedestrian Impact Assessment**

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Dear Sir/Madam,

This letter is intended to cover the requirements of a Traffic and Pedestrian Impact Assessment as required under Part E Condition 63 of the Ministers Conditions of Approval for SSI 6888, Rankin Park to Jesmond – Newcastle Inner City Bypass (the Project).

To undertake Project completion works, access to the western extent of Fill 1 in the Southern Interchange is required (Figure 1). Due to site constraints, access through the alignment is not feasible. To achieve safe entry to this area, a track upgrade to an existing fire trail through private property at 1A Marshall Street, New Lambton Heights has been proposed.

Marshall Street has not been assessed under Condition A1 for heavy vehicle usage, and as such, an update to the Traffic and Transport Management Sub-plan is required in accordance with Condition E62. This document contains the information to address requirements of a Traffic and Pedestrian Impact Assessment and swept path analysis, if required.

**Public Safety and amenity impacts**

Marshall Street, New Lambton Heights is a no through local road providing access to two residential properties. For completion of works as described above, an access agreement between Fulton Hogan and the Marshall Street residents has been executed. These residents view this access agreement favourably, as the proposed fire trail upgrade works will improve an existing asset on their private property. This agreement covers planned plant movements and addresses communication with the residents on days where works are planned to take place.

Traffic control will be in place on all days where Marshall Street is used by construction vehicles. The Traffic Management Plan (TMP) contained in Appendix A will be set up for all vehicle movements into and out of Marshall Street.

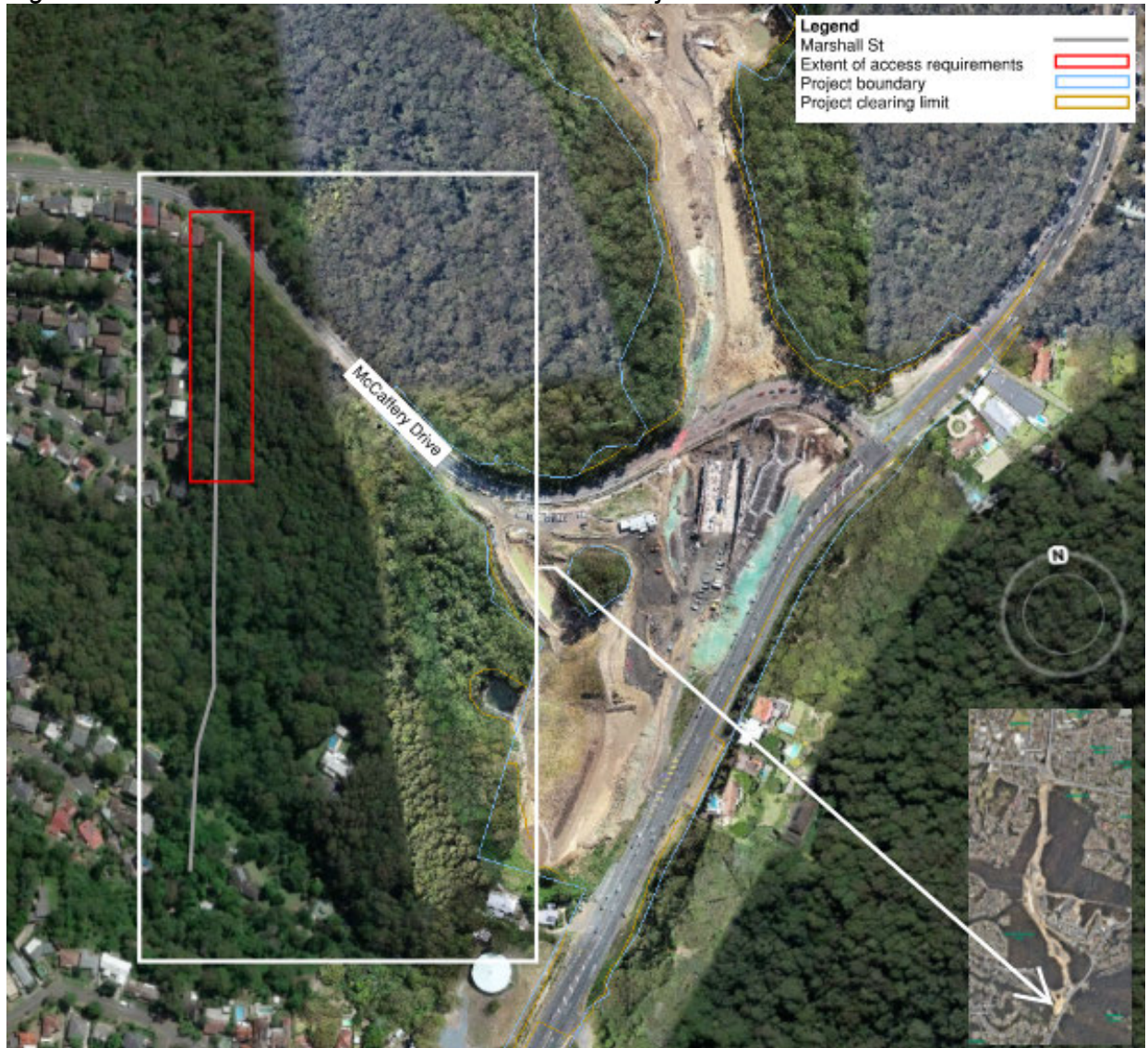
Pedestrian impacts are not expected as the shared user path is to the north of McCaffery Drive. Any potential pedestrian and cyclist impacts will be managed through the TMP to be in place. There is no formalised footpath on Marshall Street, as such, no pedestrians have been recorded using Marshall Street.

Timings of heavy vehicle movements into Marshall Street will be timed to avoid peak hour traffic periods (07:30am to 08:30am morning peak and 16:30 to 17:30 evening peak) to reduce impacts on congestion and limit amenity impacts to the public. No works will occur outside of standard construction hours. The current access requirements on Marshall

Street will be limited to upgrading the track and Fill 1 completion works. Light vehicle access will be intermittent for basin management activities for the duration of the Project.

Public and amenity impacts have been assessed as minimal for the proposed works when mitigation measures as described above are implemented. Due to the limited heavy vehicle movement required and the intermittent need to access work areas off Marshall Street, the proposed works will have limited impact on Marshall St residents. Additionally, the two residents located on Marshall St own 1A Marshall St, the location of work area and fire trail to be upgraded and have requested the works to be undertaken. Notifications on timings of heavy vehicle movements on Marshall St will be communicated to the stakeholders and vehicle movements will be managed under traffic control.

*Figure 1: Location of Marshall Street and extent of Project works*



### Road Dilapidation Survey

A road dilapidation survey of Marshall Street was undertaken on 10/04/2024 to document the existing condition of the asset. This survey is provided to DPHI under the requirements of CoA E63 and E68. The report will also be submitted to City of Newcastle, as the landowner and relevant road authority, within the timeframe specified before use by heavy vehicles in CoA E68.



The Marshall Street Dilapidation Survey noted the local road to be a sealed road in moderate repair to the entry to 1A Marshall Street. This report was provided to the asset owner, Newcastle City Council on 14/05/2024.

It is noted that no upgrade works to Marshall Street are proposed, the road is only used to access 1A Marshall Street, as per current vehicle movements of this road.

### **Swept Path Analysis**

A swept path analysis for the maximum vehicle length (9m) used for fire trial upgrade works has been carried out (Figure 2). This analysis shows minor impacts of heavy vehicle swing radius into the east bound lane of McCaffery Drive. Any potential impacts from this turn radius will be mitigated through the TMP in Appendix A. As use of Marshall Street is not to occur during peak hour traffic, this is not expected to impact traffic movements. Further, the limited activities to be undertaken on Marshall Street will further reduce impacts to traffic by reducing periods of heavy vehicle movement. On days where construction activities are being undertaken via Marshall Street, 5 light vehicle and 5 heavy vehicle movements in each direction are predicted.

*Image 2: Swept Path Analysis of heavy vehicles entering Marshall Street.*



### **Schools, Aged Care and Childcare Facilities**

Cambridge Hills Preschool is located 360m west of the Marshall Street intersection on McCaffery Drive. At this distance, no impacts on peak operation time of the preschool are predicted. Use of Marshall Street will be timed to avoid peak hour traffic periods, which includes drop off and pick up times for the preschool.

### **Damage to Roads or Road Related Structures**

Following completion of construction activities requiring use of Marshall Street, a post construction survey of the asset will be completed to determine damage, if any, caused by heavy vehicle movements. If this survey determines damage is attributed to Fulton Hogan's use of Marshall Street, CoA E69 will guide undertaking of rectification works.

### Recommendations

Potential traffic and pedestrian impacts of heavy vehicle movements on Marshall Street, Rankin Park are assessed as being minimal if control measures as outlined in the above document are implemented during periods of heavy vehicle movements.

Additionally, Traffic and Transportation Mitigation Measures (TTMM) 14,19,20,21,26 and 27 will be implemented for the activities on Marshall Street to further mitigate potential traffic and pedestrian impacts, as described in the TTMP.

Yours faithfully,

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## Appendix A

