

Our Ref: 404DA234 (11/193) STH09/01994
Contact: Tim Webster 4221 2769
Your Ref: MP 07_0037



17 MAR 2011



Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Mark Turner

Department of Planning
Received
21 MAR 2011
Scanning Room

SHOALHAVEN CITY COUNCIL - PART 3A MP 07_0037 - EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR NORTH NOWRA LINK ROAD

Dear Sir

Reference is made to your letter dated 14 February 2011 regarding the subject major project application forwarded to the Roads and Traffic Authority (RTA) for consideration.

The RTA has reviewed the submitted information and offers the following comments for the Department of Planning's consideration:

- The RTA supports the North Nowra Link Road (NNLR) proposal in principle. The proposed link road provides an alternative option to the Illaroo Road/Princes Highway intersection for vehicles from North Nowra to access Bomaderry and areas to the north and accordingly will help reduce traffic congestion along Illaroo Road and at its intersection with the Princes Highway which currently experiences significant queuing and delays at peak times.
- Of the three options proposed in the concept plan the RTA confirms its support of the Pitt Street to Narang Street option, known as Option 1. As noted in the submitted Route Selection report prepared by AECOM, Option 1 would be more heavily utilised, the existing roundabout at Narang Street/Princes Highway has ample capacity to cater for the traffic flows of the NNLR without reducing the Level of Service (LOS) of the intersection and provides a better return on investment in terms of the Benefit Cost Ratio. Furthermore as Option 1 does not create any new junctions with any classified roads, the impact on the classified road network during construction of the NNLR would be minimal in comparison to the other two options.

Option 2 introduces a new signalised intersection on the Princes Highway which would introduce further delays to Princes Highway through traffic and reduce the LOS for the majority of vehicles. Option 3 also significantly reduces the LOS of the Cambewarra Road/Princes Highway Roundabout in the PM peak. This would be further exacerbated by the Princes Highway upgrade projects between Gerringong and Bomaderry which will redirect the majority of traffic which currently utilise the "Sandtrack" to access Nowra on to the Princes Highway and through this intersection. Figures provided by AECOM suggest that the current split of vehicles travelling to Nowra is estimated at 60:40, Princes Highway:Sandtrack. In 2017 this split is estimated to change to 69:31 and 2027 87:13.

Accordingly as the Narang Street roundabout has ample capacity to cater for the additional flows from the NNLR without reducing the LOS of the intersection and for other reasons listed above the RTA supports Option 1.

Roads and Traffic Authority

- It is noted that the submitted study identifies that the operation of the Princes Highway can be further improved through the addition of the Moss Vale Road - Illaroo Road link and the River Crossing Relief intersection works. In this regard the RTA will continue to monitor traffic conditions along the Princes Highway particularly within the vicinity of the Shoalhaven River and associated junctions.

Should you require any further information please contact Tim Webster on 4221 2769.

Yours faithfully



Trish McClure
Manager, Road Safety and Traffic Management
Southern Operations and Engineering Services