



# Traffic and transport Fact sheet

## Traffic and transport assessment

The Environmental Impact Statement (EIS) includes a traffic and transport assessment that outlines the impacts of the project and mitigation measures.

The assessment considers:

- Existing traffic conditions and local road network performance
- Forecast future conditions without the project
- Forecast future conditions during the project
- What its based on - 35 trucks more per hour into the site.

## Impacts to the local road network

The project would generate additional vehicle movements on the road network. These would include:

- Heavy vehicles transporting spoil to the project site
- Heavy vehicles delivering plant, equipment and materials to the site
- Light vehicles transporting workers to the site.

Phase	Daily heavy vehicles (and movements)	Daily light vehicles (and movements)
Preparatory work	10 (20)	10 (20)
Site establishment work	20 (40)	25 (50)
Establishment of conveyor	20 (40)	25 (50)
Spoil haulage and emplacement activities	385 (770)	20 (40)
Site clean-up, demobilisation and rehabilitation	20 (40)	20 (40)

The vehicle movements have to balance the needs of the project with the need to minimise impact on the surrounding community. The maximum potential number of trucks would be 385 spoil haulage vehicles per day accessing the project site. When compared to existing traffic volumes, this is:

- One per cent of forecast 2016 total daily traffic on the Pacific Highway (south of Yirra Road).
- Three per cent of forecast 2016 total daily traffic on the Pacific Highway (east of College Crescent).

This comparatively small number of vehicles and the temporary timeframe means the traffic impacted by the project would not significantly affect road safety and performance for the majority of the local network.

## Assessment of traffic and transport impacts

The traffic assessment showed most locations in the road network will operate within capacity with the addition of heavy vehicles. There are two exceptions: the intersection of the M1 Pacific Motorway and the Pacific Highway (in the PM peak) and the intersection of Pennant Hills Road and the Pacific Highway (in the AM peak). However, background growth alone (i.e. without the project) accounts for part of this, increased travel time.

The traffic assessment showed there may be a decrease in level of service at the intersections of the Pacific Highway and Bridge Road (in the AM and PM peaks) and the Pacific Highway and Yirra Road (in the PM peak) resulting in an increased delay of around 28 and 17 seconds respectively.

## Determining the haulage routes

The haulage routes consider:

- Location of road construction compounds (where spoil would be generated) in relation to the Hornsby Quarry site
- Residential areas, sensitive receivers and Hornsby town centre
- Traffic network capacity and potential road upgrade requirements.

To minimise project traffic impact on the businesses on George Street, entering and exiting the Hornsby Quarry site via George Street and Bridge Road has been proposed for non-peak hour periods of the day only (10am to 3pm, Monday to Friday). During peak hours (7am to 10am and 3pm to 6pm, Monday to Friday and 8am to 1pm, Saturday) trucks exiting the quarry would use Bridge Road, Jersey Street North and Yirra Road to the M1 Pacific Motorway. These routes would be subject to further investigation as part of detailed design.

## Mitigating impact

The project will develop a detailed Traffic Management Plan to manage traffic during the construction. This would include haulage route driver protocols to ensure appropriate driver behaviour that adheres to all road rules and speed limits (e.g. school zones) along haulage routes. The project would also include measures to ensure safe access for pedestrians and other users (e.g. Hornsby TAFE car park users, users of the Hornsby Mountain Bike Trails).

## Bridge Road or Quarry Road?

The EIS describes two access points into the Hornsby Quarry site considered for the project: Quarry Road and Bridge Road.

The Bridge Road route uses fewer roads so it minimises impact to the local road network and affects fewer residents around Quarry Road (William Street, Frederick Street and Dural Street). In addition, using Bridge Road would allow maintained access for a comparatively greater area of the existing mountain bike trail network.

### Contact us

For more information, please contact the project team on:



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