

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

Name: Mr Ian Henderson

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Tuesday 14th October, 2008
 General Purpose Standing Committee No.4,
 Parliament House,
 Macquarie Street,
 Sydney 2000

RECEIVED

17 OCT 2008

To Whom it may concern,

regarding the North West Metro,
 how many DIFFERENT and INCOMPATIBLE fixed rail systems does
 Sydney need? So far we have heavy rail, light rail and the
 monorail. In proposing yet another format it is obvious that the
 lessons of the pre-federation era, in connection with differing
 railway guages in the various states, have been forgotten.
 The North West line should be standard guage heavy rail, with a
 connection to the Richmond line.

As for the Epping-Parramatta line, it would seem logical
 to have bored the tunnel from Epping to Carlingford when the
 boring equipment was in place for the current phase of the project.
 The Chatswood-Epping line could have been connected to the
 existing Carlingford line and operated in this manner until
 funds became available to upgrade the Carlingford line, and extend
 it to Parramatta, preferably with a station at North Parramatta.
 This configuration would effectively create a circle line for
 Parramatta.

Concerning road transport, one issue which appears to be
 ignored is the atrocious co-ordination of the traffic signals,
 especially along Old Windsor Rd and Pennant Hills Rd.
 It is virtually impossible to drive on such roads without
 being repeatedly stopped by consecutive sets of traffic signals.
 Main arterial roads should have priority over tributary streets.

As a professional driver, my observations of poor signal
 operation can be summarized into the following categories:

- 1 Poor co-ordination.
 - 2 Deliberate misco-ordination (see "RTA Makes Us See Red").
 - 3 Short cycling. (See "Unlocking Road Congestion").
 - 4 Nuisance tripping of signals.
 - 5 Lack of priority given to main roads.
 - 6 Lack of consistency in operation from one district to another.
 - 7 Nearly always being stopped by the same sets of signals on
 nearly every trip when travelling along a main or arterial road.
- 1 Poor co-ordination, as already explained, is the constant stop-
 start of traffic flow due to poor timing of traffic lights.
 - 2 Deliberate misco-ordination manifests itself when traffic has
 been stopped at a set of lights, which turn green, then as soon as
 that wave of vehicles approaches the next set of lights, which
 are usually also displaying green, they change to red with
 remarkably accurate timing. This sequence then repeats itself
 sometimes for the entire length of the road. If the RTA can so
 precisely time this incredibly annoying sequence, why are they
 apparently unable to co-ordinate the signals to change to green
 as this wave of traffic approaches?

- 3 Short cycling is self explanatory. When waiting in a queue of traffic at red lights which turn green for only sufficient time to allow just two or three cars through the intersection. A heavy vehicle passing through these traffic lights is likely to be driving through on an amber light, due to slower acceleration.
- 4 Nuisance tripping occurs when a vehicle approaches a main road from a signalled side street, and the signals begin to change even BEFORE THAT VEHICLE HAS STOPPED, or with minimal delay! This means that main road traffic flow can be impeded by just ONE entering vehicle! This sequence then continues (this can be observed by looking in the rear-view mirror after passing through such signals and seeing them change back to red almost immediately). There should be a minimum delay of at least ten seconds applied to all traffic signals. Entering traffic should be made to wait. Ten seconds delay is not unreasonable.
- 5 Regarding lack of priority given to arterial roads, it should be possible to drive on such routes with minimal interference from traffic signals, considering the advanced technology employed (see information sheets on SCATS), however, this is rarely the case.
- 6 Lack of consistency from one district to another is the fact that certain signalled routes appear to have far superior co-ordination than others. This could possibly be attributed to the competence or otherwise of the programmer of the traffic signals. Routes with the most efficient co-ordination (eg: Parramatta Rd, between Strathfield and Ashfield ONLY) should be used as a model for the entire network. If a "Red Light-free corridor" can be created to transport an elephant from Mosman to Dubbo, it must be possible to improve general traffic flow using the same concept, without compromising access from tributary roads.
- 7 Nearly always being stopped by the same sets of signals on nearly every trip when driving on a main road is highly frustrating. Whilst it is acknowledged that there is only a limited green phase available, this phase should be properly co-ordinated!

Tollway operators highlight the fact that their roads bypass many sets of traffic lights. This comment is surely a vindication of the prevalent driving conditions. At times when a major incident occurs which disrupts traffic, radio stations announce that the phasing of traffic lights has been adjusted to improve traffic flow. Why not have the signals adjusted to improve traffic flow at all times?

Much has been said about the apparent inconvenience of having to stop at toll booths and level crossings, yet this is insignificant by comparison with the frequent inconvenience caused by traffic signals.

It is possible that signal co-ordination does not take varying speed limits into account.

When I contact the RTA on 131700, to comment on signal operation, the operator is always very courteous and generous with time, however the response can range from "We are having problems with the software" or "Perfect co-ordination is mathematically impossible" or "It is the best we can do" to "There are too many cars on the road." Sometimes there is some improvement resulting from making the telephone call.

To summarize this topic, it would be logical to assume that the purpose of traffic signals is to allow vehicles from tributary roads to enter main roads without excessively impeding the general flow of traffic on such roads. In practice, however this can be anything but the case, with main road traffic experiencing more stop than go. Under these conditions, the signals may as well be replaced with stop signs facing the main road. Perhaps then the apathy would cease.

The benefits of streamlining the traffic signal system would include the following:

Reduced travel times.

Improved fuel efficiency.

Less air pollution, especially from heavy vehicles.

Driving would be less frustrating, possibly reducing "road rage".

There would be less mechanical wear on vehicles.

A reduction in noise pollution.

A reduction in both mental and physical driver fatigue.

Fewer motorists would be inclined to "rat run" through residential streets if they could have a decent run on a main road.

The next item of concern is the announced upgrading of the M2 motorway. The last time any such "improvements" were made, a speed limit reduction was imposed (70km/h from 100 km/h), with a speed camera to add insult to injury. If this same treatment is to be applied to the city bound lanes, then the road should be left as it is. According to information obtained from the internet, the 70km/h limit was only intended to be a temporary measure until a way could be found to physically widen the roadway (see enclosed copy).

Since the opening of the M7 motorway, the Seven Hills end of the M2 still retains a 90km/h speed limit. This should be reviewed as there are 100km/h zones on either side.

Finally, school zones on multi-laned roads need to be reassessed to determine whether they are absolutely necessary, after all, when school zones were initially introduced, they were confined to only the suburban roads surrounding the schools. Pennant Hills Road, for example, is reduced to 40km/h for a disproportionate part of its length during school zone times.

Yours sincerely

Ian Henderson

I. Henderson

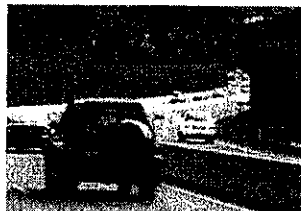


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Speed Camera in Operation on the Hills M2

A speed camera is now in operation on the Hills M2 to enforce a 70km/h zone, westbound approximately 150 metres before the start of the Norfolk Tunnel.

The speed limit was changed as part of the introduction of an interim third westbound traffic lane, designed to reduce traffic congestion and improve traffic flow.



This recent improvement is an interim solution to alleviate congestion while plans are developed to physically widen the motorway.

The RTA is responsible for installing and operating fixed speed cameras while the State Debt Recovery Office (SDRO) issues Penalty Infringement Notices (PINs) for vehicles detected exceeding the speed limit. Revenue from fines is directed to NSW Treasury.



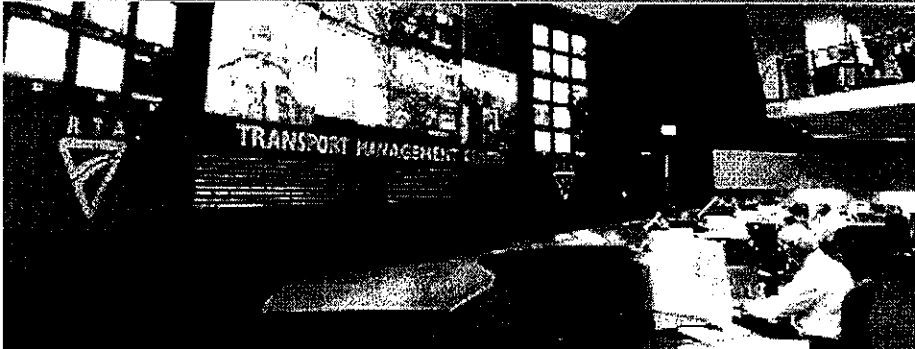
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M2 UPGRADE PLANS WELCOMES

I have been consistently making vigorous representations to the Labor Government in relation to the M2 during the entire 13 years that Labor has been in power in New South Wales. With 140,000 new homes planned for the North-West over the next 25 years, it is imperative that action be taken to relieve the congestion points which currently exist along this motorway. Together with the support from the local community and my strenuous campaigning, the Government has finally acknowledged the need for the provision of the west-facing on and off ramps at Windsor Road. The Premier has announced that negotiations are also underway on the upgrade of the M2 which is one of Sydney's busiest motorways carrying around 110,000 vehicles a day. The negotiations will also focus on widening the eastbound carriageway from two lanes to three lanes between Windsor and Pennant Hills Roads and Beecroft and Christie Roads as well as widening the westbound carriageway from two lanes to three lanes between Beecroft and Pennant Hills Roads. It is regrettable that it has taken the lemma Labor Government so long to commence these important negotiations as local residents, who have been denied a rail link, have been forced to put up with unnecessary traffic congestion. I can only hope that the negotiations announced by the Premier are dealt with swiftly so that work can be undertaken on these much overdue improvements to the M2 for the benefit of the motorists who use this motorway on a daily basis.

Wayne Merton

Traffic Management - SCATS



RTA of NSW Transport Management Centre at Eveleigh. Tyco Integrated Systems developed the Video Management System. We also integrated an existing system into the new management system. This centre manages the RTA CCTV cameras located around Sydney.

THE SYDNEY CO-ORDINATED
ADAPTIVE TRAFFIC SYSTEM (SCATS)
IS THE TRAFFIC MANAGEMENT
SYSTEM THAT IS USED TO LINK
MULTIPLE TRAFFIC SIGNAL
CONTROLLERS TOGETHER TO
REDUCE TRAVEL TIMES AND FUEL
CONSUMPTION. SCATS IS THE MOST
ADVANCED AND WIDELY USED, FULLY
ADAPTIVE URBAN TRAFFIC CONTROL
(UTC) SYSTEM AVAILABLE IN THE
WORLD TODAY. TYCO INTEGRATED
SYSTEMS IS A LICENSED
DISTRIBUTOR FOR SCATS.

As a computer based traffic signal control system, SCATS is a complete system of hardware, software and control philosophy. It operates in real-time, adjusting signal timings throughout the system in response to variations in traffic demand and system capacity.

SCATS measures traffic volumes and flows at intersections mainly using inductive loop detectors buried in the road surface.

Other technologies such as; video, acoustic, infra red, microwave, and magnetometers, are also available. This data is then

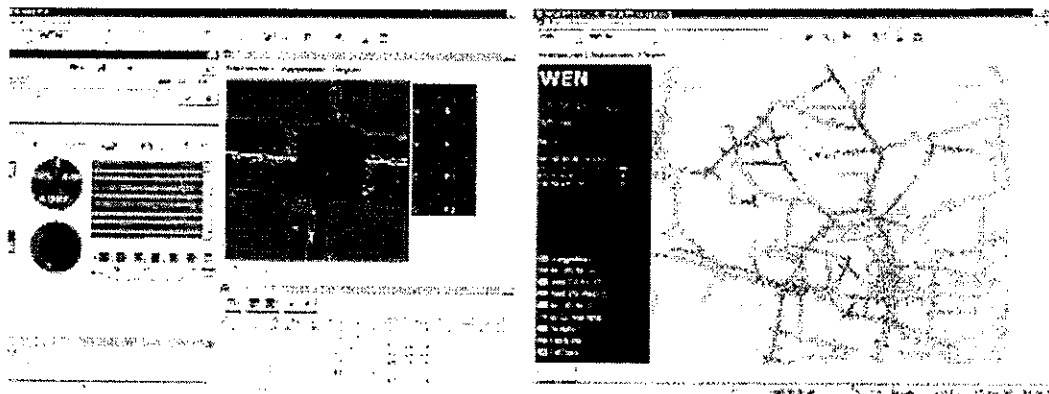
used to automatically adapt the operation of linked traffic signals on an area wide basis. SCATS requires no operator intervention for its day-to-day operation.

At Central Control, the system provides real time information on traffic and reports the build up of congestion or disruption to traffic flow. Operators have instant access to road information enabling fast response times to counter traffic problems. It is self-calibrating and requires no on-going traffic surveys and manual plan generation, therefore reducing operational costs.

SCATS maximises the efficiency of traffic.



Examples of Graphical User Interface (GUI) screens.



Twenty-one years of operation in Australian cities has demonstrated that SCATS delivers real, measurable results. SCATS has been found to save 20% in travel time, give 40% reduction in stops resulting in 12% less fuel usage.

Benefits of SCATS

- SCATS is designed to detect changes in traffic flows and modify signal operations accordingly on a real-time basis, adjusting signal settings (splits, offsets and cycle times) each cycle to match the trends in traffic flows and traffic densities.
- It utilises a hierarchical structure of signal control that facilitates a "modular" approach to system expansion.
- SCATS enables a hierarchical system of fallback operation in the event of temporary communications failure. Such equipment faults are monitored by the system.
- SCATS requires no expensive surveys to update fixed time plans. SCATS adjusts timing parameters constantly to match changing traffic patterns. Furthermore, it provides details of traffic flows for other planning purposes.
- SCATS provides road users with reductions in the number of stops, reduced travel times and significant fuel savings.
- The flexibility of SCATS allows other applications to be integrated into the system. SCATS can be upgraded or expanded to meet changing requirements.

- SCATS does not require ongoing technical specialists to maintain the system.
- SCATS has a user friendly GUI that allows for easy operation.
- SCATS can allow all or part of a system to operate on fixed time plans and timetables while a larger or smaller part of the system operates under adaptive control.

Proven Experience

SCATS is connected to over 2,500 intersections throughout the Sydney Metropolitan Area and other towns and cities in New South Wales. In Australia, SCATS has also been installed in Melbourne, Adelaide, Perth, Hobart, Darwin and Canberra.

SCATS has also been installed in many countries around the world, including China, Hong Kong, Singapore, Malaysia, New Zealand, Ireland, USA, Indonesia, Mexico, and The Phillippines.

There are currently over 11,000 sets of junctions and intersections under SCATS control in over 50 cities around the world, and this number is increasing constantly.

SCATS COMPATIBLE TRAFFIC CONTROLLERS

The fundamental building block of the SCATS system is the traffic controller. The Tyco Integrated Systems PSC-3 traffic controller is the most advanced, reliable and flexible SCATS compatible controller currently available on the market.



SCATS can be upgraded to meet your changing requirements.

Tyco Integrated Systems

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Australia Innovates

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The best of the century	What is innovation?	Overview
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Transport

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SCATS traffic flow system

1975

computerised traffic light management system

No, this isn't a great Australian fly spray.

SCATS stands for the Sydney Coordinated Adaptive Traffic System. Although it doesn't guarantee green lights all the way, it does reduce delays and improve the overall fuel economy of traffic on city streets around the world.

The unplanned narrow streets of inner Sydney are unusual for a large modern city that relies heavily on car transport. But they are a perfect model for ancient cities whose disordered streets are increasingly clogged with cars.

In the early 1970s the NSW roads authority analysed Sydney's traffic flow and recommended that traffic lights should respond immediately to sudden hiccoughs in flow. In other words they should be able to adapt - and quickly.

Two electronics companies, Philips and AWA Ltd, helped develop the detection, monitoring and signalling technologies used in SCATS. The complex control system changes the timing of traffic lights in response to changes in traffic flow. It manages the normal daily changes from peak hour to off-peak and back. It can also cope with special events, such as concerts and football finals.

SCATS was installed in Sydney in 1974 and has since been installed in more than 30 other car-crowded cities including Dublin, Jakarta, Shanghai, Detroit, Hong Kong and Manila.

Who Did It?

Key Organisations

Roads and Traffic Authority, NSW : R&D, implementation

AWA Ltd : development, manufacture

Philips Traffic Systems Pty Ltd : development, manufacture

Key People

Arthur Sims : systems manager, RTA

Peter Lowrie : traffic engineer, RTA

Mike Woolfe : programmer, Philips

Further Reading

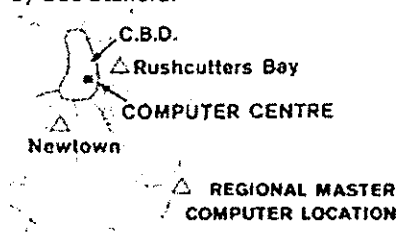
Tomorrow's world: the Australian initiative

Michael Soker et al

Associated Publishing Corporation, Sydney, 1993, pp 72-73.



When traffic gets heavy, SCATS adjusts the timing of the traffic lights. Thousands of intersections are controlled so that traffic flows smoothly. Powerhouse Museum photo by Sue Stafford.



Each regional computer sends instructions to traffic light controller boxes at over 120 intersections. This map shows the regions and their control centres. Courtesy Roads and Traffic Authority of NSW.



The grey box is the traffic light controller. It sends information from the vehicle detectors around the intersection to the regional computer. It also operates the traffic lights. Photo Powerhouse Museum.

Unlocking road congestion

A lot of seemingly complex congestion could be solved if roads and traffic management devices were redesigned with both truck drivers and motorists needs in mind, writes Rod Hannifey

MANY OF us can be frustrated with the timing of traffic lights and I have rung councils and road authorities on previous occasions to put a truckie's view forward. The timing of traffic lights is particularly frustrating when heavy traffic on a main road is stopped and disrupted for a single vehicle on a side road that has barely come to a stop; giving little time for a loaded truck to pull up at the lights only to have the same thing happen again straight after, before the truck is even out of sight.

When Adam from Main Roads Toowoomba was in the truck in December and I raised the issue, he mentioned that there was work afoot to improve the timing of the lights in Toowoomba for heavy vehicles. A number of different things road design to both accommo-

If this system can be found to be helpful to traffic patterns and to reduce overall delays, then perhaps it can then be used in other cities.

More thought needs to go into

road design to both accommo-

ON A MAIN ROAD IN GRAFTON, NSW...

THERE'S BEEN A MASSIVE INCREASE IN TRAFFIC ON THE PACIFIC... LOCALS... TOURISTS... LOCALS...



date larger trucks for not only road safety generally, but with growing issues of congestion and increasing vehicle numbers, any improvement in traffic flows will help truckies and all motorists. Not building inclines into merge lanes or at intersections and better placement, signing and suitability of overtaking lanes, that take into account topography and different vehicle types and weights, is something that should be further pursued.

In a column in *Caravan World* magazine discussing trucks and overtaking lanes I did try to explain our needs and got some comments back from a few who thought overtaking lanes were only there for cars to overtake trucks. It is all about education, not only for motorists generally, but also for those who design roads and make traffic management decisions.

The traffic lights on the entrance to freeways and how it actually allows a higher volume of traffic to use a given length of freeway, was explained to me when I visited the VicRoads Traffic Management Centre and such information needs to be available and promoted better to all.

Doaching drivers

EYES ON THE ROAD



they look to poach drivers from other companies that do have training programs in place, or to take on those who have a licence but no experience.

If such a person is at least given further instruction and training up to a level of safety and proficiency, they can then go on and continue to learn the finer points as we all do, while doing the job. However, if they are put in a truck and told to "Call me when you get to wherever" with only their licence used as verification that they can handle a truck, when they then turf the truck and kill themselves and or others, all truckies are again seen as cowboys and or bad, aggressive and plain lousy drivers yet again.

Years ago when Finemores started doing psychological driver testing, many drivers wanted to know why did they need to do it now after years on the road, were they going to keep their job or

Sweet scents for car sense

TO stay alert behind the wheel on long road trips, skip the coffee and try sniffing peppermint or cinnamon.

Researchers in the US have found that getting a whiff of pleasant odours periodically while driving increases alertness, reduces fatigue, and even lowers drivers' anxiety and frustration.

Increased driver alertness could lead to fewer accidents and decreased frustration could translate into less road rage, Dr Bryan Raudenbush said yesterday.

With the peppermint scent, fatigue, anxiety, and driver frustration ratings fell significantly, while driver alertness ratings rose impressively. Cinnamon made drivers more alert and lowered their levels of frustration.

RTA makes us see red

Traffic light changes force drivers into tunnel

By DAVID FISHER Political Reporter

CHANGES have been made to the timing of traffic lights at about 400 Sydney intersections as part of the attempt to force people to use the Cross City Tunnel.

Evidence yesterday confirmed what drivers in inner-city areas have been saying for months — the traffic lights don't stay green for as long.

Now the RTA has been forced to admit the change is no accident.

RTA traffic and transport director Chris Ford also revealed the tunnel consortium had held discussions with his organisation on how and where the changes to traffic light "phasing" should be made.

The Daily Telegraph revealed this

week the RTA had refused an Opposition FOI request for details of the changes to traffic light phasing.

The rejection was on the grounds terrorists could use the information to target the prime minister.

Mr Ford was more forthcoming at yesterday's Parliamentary inquiry into the Cross City Tunnel, saying: "There have been a significant number of changes to traffic signals both in the city and on the approaches to the city as a result of the introduction of the Cross City Tunnel."

"The changes are fairly widespread, affecting the phasing at intersections, the operation at intersections as well as the operation and co-ordination plans between intersections."

Liberal MP Andrew Constance asked Mr Ford to provide a list of intersec-

tions where the phasing has changed as a result of the tunnel.

"That would total approximately 400 intersections and at every intersection there would be changes to cycle time and green time depending on traffic densities," Mr Ford replied.

He agreed to provide the committee with the list of intersections where the changes have been made.

Opposition Leader Peter Debnam said data on traffic light phasing, particularly in William St, must be released immediately.

"Anecdotal evidence suggests the traffic light phasing on William St has been slowed — presumably an attempt by the Government to funnel frustrated drivers into the tunnel," he said.

"I lodged a Freedom of Information request on traffic light phasing and I

was informed it was rejected on terrorism grounds. Clearly that was absurd. It defies belief they would attempt to use a counter-terrorism excuse to hide their rip-off of motorists.

"The Government must immediately release all the traffic light phasing changes associated with the Cross City Tunnel and come clean with the community," Mr Debnam said.

Mr Ford also said he had attended several meetings where the tunnel consortium offered its views to the RTA on where the traffic light phasing should be changed.

He told the inquiry he would provide minutes of those meetings.

The inquiry has tried in vain to get senior ministers and Premier Morris Lemna to attend.

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Round Corner, thinks raising the number of demerit points will effectively crack down on motorists who sit "just above the limit".

"Look at speed cameras, people see the signs for them and slow down and as soon as they pass by, they speed up again," Mrs Currey said.

"I believe they're just about raising revenue, if they really want to enforce safety it has to change the extra demerit point idea sounds like a good one."

Bob McIntosh agrees, saying people will take more care if they're licence is at risk.

"I worry about my points. You can find the money somewhere but you can't get the points back anytime soon," he said.

"But at the same time something needs to be done about all the different speeds."

From Page 1

revenue-raising exercise, will be cut from the current \$130 to \$75 for fixed camera offences over the 0-15km/h limit.

The State Government will forgo revenue of more than \$20 million a year as a result.

Of the 551,568 speeding infringements issued in 2003, 368,099 — about 67 per cent — were in the 0-15km/h category.

The State Government makes more than \$1 million a week in revenue from fixed speed cameras and Treasury is yet to determine how it will accommodate the revenue loss.

The review stems from an opinion growing within Government that road rules had now become unworkable and inconsistent, leading to ever-increasing driver frustration.

On Mr Costa's hit list are the maze of speed limit zones — which he wants to make more

consistent — citing some instances where drivers are forced to travel through dozens of changes in speed in the course of only a few kilometres.

The 40km/h school zones will also be reviewed through a new focus of keeping students safe but not placing unnecessary burdens on drivers and traffic flow.

It had recently been revealed that the RTA had programmed its cameras to catch speeding drivers on pupil-free days.

Stiffer penalties for right lane "hoggers" — drivers who travel too slowly in right hand lanes — will also be considered to ease road rage and improve traffic flow.

Speed cameras would be looked at to make sure they were in the right location for safety improvement rather than revenue raising.

Mr Costa has called a road

users summit for March where the changes will be discussed with motoring groups, motorists, government agencies and business groups.

Whether the RTA is supportive of the moves or sees them as a reform agenda being pushed on it by a new minister has yet to become clear.

Initial comment from within the organisation is that the proposals are welcomed.

The gesture by the State Government is aimed at trying to convince the public that draconian road rules were not about revenue raising but safety.

"I want to send a clear message to the community that road laws are about road safety," Mr Costa said.

"That's why I am reducing the fine for lower level speeding offences and adding one demerit point to these offences."

"Better vehicles and road de-

outside three schools near the corner of President Ave.

Under new Roads Minister Michael Costa's plan, traffic issues like the one at Kogarah would be reviewed. The entrances to the schools could even be moved to side streets.

Irene Tseros, 24, a business administration student at St George TAFE, which is on the strip, welcomed the plan.

"They should get rid of the cameras at least," she said.

"There is no point. There are already two sets of lights so you can't really speed."

Ann Michael, who has teenage daughters and chose to use the pedestrian bridge yesterday, would welcome the removal of the speed zones.

Revolution as road rules overhauled

sign enforcement and driver education mean our roads have become safer.

"But road rules have also become more complex. That's why it's time for a fresh look at the way we approach the issue."

"I've asked the RTA to begin reviewing key issues affecting motorists in NSW in preparation of the summit."

The new fixed camera fines will apply only to the 0-15km/h speed category.

The fine will drop from \$130 to \$75 but will now attract three demerit points instead of two.

The new regulation is expected to come in to force by the end of March.

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Have your say on the road plan at our website

➔ dailytelegraph.com.au



Packed into her trunk . . . Burma begins her journey from Sydney to Dubbo last night. Picture: BILL HEARNE

Mammoth road trip to find her lost love

By JOSH MASSOUD

IT's doubtful there's a Wide Load sign broad enough to do this trunk-full of cargo justice.

Flanked by eight police cars, Burma the elephant last night began her jumbo haul

through Sydney to Dubbo's Western Plains Zoo.

About 6pm the police tusk-force escorted the semi-trailer carrying Burma out of Taronga Zoo, where she had lived since 1980.

In a bid to avoid ani-

mal rights protesters, the convoy was granted a red light-free corridor from Mosman to the M4.

Burma was set to arrive at her new home early this morning. There, she will be reunited with long-time Taronga mate He Man,

who went to Dubbo in similar style a week ago.

After 25 years in Sydney, the pair were moved to accodate five elephants from Thailand — which are now in quarantine awaiting delivery to a new \$40 million enclosure at the zoo.

D.T. 18/5/05

31-10-2000.

Daily Telegraph

SPECIAL REPORT

By **STEPHEN DOWNIE**
and **LILLIAN SALEH**

THE Roads and Traffic Authority fears motorists determined to avoid the new \$2.20 M4 toll will clog surrounding suburban and arterial roads.

Commuters, taxi drivers and couriers will "rat-run" — take alternative routes — past the motorway's toll booths to save paying the toll, which rises 60c from \$1.60 at midnight on Sunday.

The RTA intends to monitor the effect of rat-running on roads used by drivers to avoid the toll.

The impact of a toll boycott could lead to increased traffic on busy Parramatta Rd, which is expected to carry the bulk of disgruntled motorists.

Yesterday the RTA admitted "traffic light phasing" on Parramatta Rd might need to be adjusted "to maximise traffic flow on Parramatta Rd and other nearby roads" once the toll rises.

"The RTA will monitor traffic conditions and make changes [to traffic signal phasing] if required," an RTA spokesman said.

Heavy traffic is expected on Silverwater Rd, Victoria Rd, James Ruse Drive and Church St in Parramatta along with Rawson St, Auburn St and Adderley St in Silverwater when the toll rises on Monday.

Yesterday, western Sydney business groups and councils condemned the impact of the toll increase on local streets and industries. The Greater Western Sydney Regional Chamber of Commerce and Industry intends to complain to Transport Minister Carl Scully on behalf of 72,000 small businesses in Sydney's west.

"Most small businesses work six days a week and that is a heck of a lot of money over a year just so they can get to work on time," chamber general manager Jane Holdsworth said.

"It's not the extra 60c, it's the \$2.20 they shouldn't be paying every day.

"This increase will have an enormous

Continued Page 8

TRAFFIC LIGHTS

The new set have gone in on Windsor Road near the subdivision at Kellyville. I do not know how many more will go in along Windsor Road, but I expect it to finish up like a slow-moving park lot before too long. Pity we cannot find different ways of solving traffic problems, rather than traffic lights.

EXAMPLES OF POORLY CO-ORDINATED SIGNALLED ROUTES:

Old Windsor Rd

Quakers Hill Parkway (especially bad eastbound)

Richmond Rd

Third Ave/Balmoral St (the so-called "Blacktown bypass")

Great Western Hwy (metro)

Cumberland Hwy (not travelled recently)

Parramatta Rd (Glebe-Leichardt)

Parramatta Rd (Strathfield-Granville)

The Northern Rd (Cranebrook-Orchard Hills)

Dunheved Rd (recent installation)

King Georges Rd

Milperra Rd/Canterbury Rd

Hassall st (Parramatta)

Hume Hwy (metro)

King St (Newtown)

Sussex St (City) (every light, every trip)

Oxford St/Old South Head Rd

Military Rd

Condamine St/Pittwater Rd (changeable from good to very bad)

Whitehart Dr (Rouse Hill) (atrocious over a short distance)

Warringah Rd (especially city bound)

Please note that not all of these routes have been travelled recently by myself, therefore conditions may have changed.

EXAMPLES OF SIGNALLED INTERSECTIONS WHERE MAIN ROAD TRAFFIC
IS STOPPED ON NEARLY EVERY TRIP (Main road listed first):

(control box number provided where available).

Pennant Hills Rd & The Comenarra Pkwy, Thornleigh (1129)*

Castle Hill Rd & Coonara Ave, West Pennant Hills (2575)

Castle Hill Rd & County Dr, West Pennant Hills (2719)

Woodville Rd & Rawson Rd, Guildford (629)

Victoria Rd & Pittwater Rd, Gladesville (584)

Victoria Rd & Darling St, Rozelle (655)

Milperra Rd & Edgar/Queen St, Condell Park (853)

Pacific Hwy & Unwin Rd/Romsey St, Waitara (1668)

Pittwater Rd & Collaroy St, Collaroy (2137)

Pittwater Rd & Jacksons Rd, Warriewood (1735)

Quakers Hill Pkwy & Eastern Rd, Quakers Hill (3251)

Hambledon Rd & Bali Dr, Quakers Hill

Hambledon Rd & Barnier Dr, Quakers Hill

Terminal P1, Merrylands Station (3538)

Old Northern Rd & Quarry Rd, Dural

Newline Rd & Hastings Rd, Dural (northbound) (2699)

Doonside Rd & Douglas rd, Doonside (short cycling)

Richmond Rd & Rooty Hill Rd Nth, Oakhurst

Richmond Rd & Yarramundi Dr, Dean Park (short cycling)

Richmond Rd & Golding Dr, Dean Park (short cycling)

EXAMPLES OF SIGNALLED INTERSECTIONS THROUGH WHICH IT IS
ALMOST IMPOSSIBLE TO PASS WITHOUT BEING STOPPED, REGARDLESS
FROM WHICH DIRECTION APPROACHED: (control box number
provided where available).

Quakers Hill Parkway & Hambledon Rd, Quakers Hill (3252)
Quakers Hill Parkway & Quakers Rd, Quakers Hill
Windsor Rd & Seven Hills Rd, Baulkham Hills (3122)*
Windsor Rd & Showground Rd, Castle Hill
Showground Rd & Victoria Ave, Castle Hill (2701)*
Old Windsor Rd & Sunnyholt/Burns Rds, Glenwood (3113)
Old Windsor Rd & Seven Hills Rd, Baulkham Hills
Old Windsor Rd & Powers Rd/Caroline Chisholm Dr, Winston Hills (2544)
Windsor Rd/Church St & Briens Rd/James Ruse Dr, Northmead (704)
Richmond Rd & Woodcroft Dr/Falmouth Rd, Woodcroft (989)
Blacktown Rd & Bungarrabee Rd/Leabons Ln, Blacktown (2566)?
Carlisle Ave & Luxford Rd, Mount Druitt (1445)
Manly Rd/Burnt Bridge Ck Dev & Sydney Rd, Seaforth (323)
Wakehurst Pkwy & Frenchs Forest Rd, Frenchs Forest (848)
Pittwater Rd & Warringah Rd, Dee Why/Brookvale (1000)*
The Grand Pde & Bay St, Brighton Le Sands (TV459)
Old South Head Rd & Curlewis St, Bondi (224)
Juno Pde & Roberts Rd, Greenacre (TV1449)
Cumberland Hwy & Hamilton Rd, Fairfield West (1813)

* These signals incorporate RED LIGHT cameras.
(To add insult to injury!)

It is possible that improvements have been made since this
list was first compiled, for example;
Epping Rd & Herring Rd, Marsfield and
Mona Vale Rd & Memorial Ave, St Ives, once fell into the
above category, but have improved substantially, proving that
such streamlining is possible.