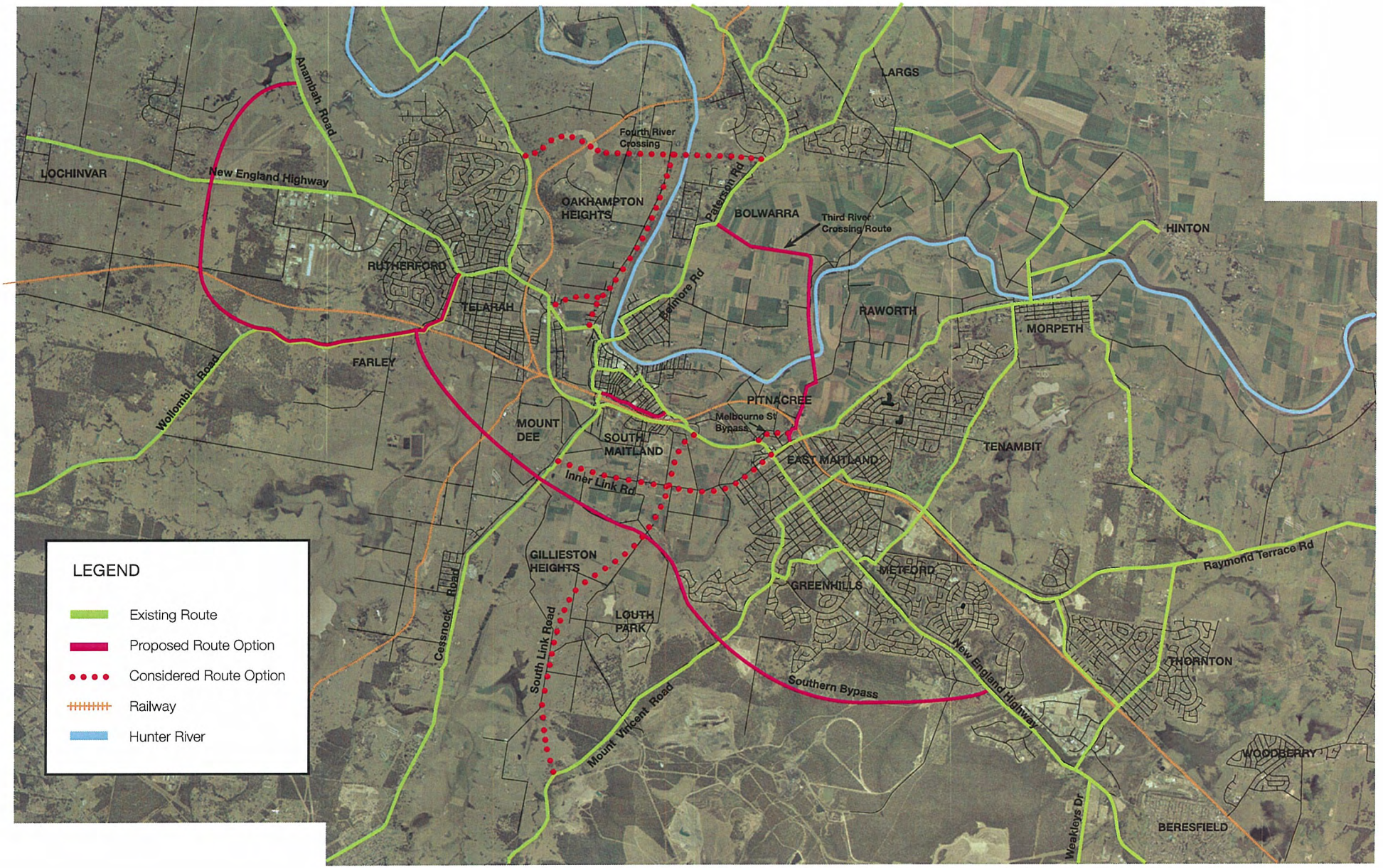
Appendix NINE
Draft ILUTS 2010 Mapping

FIGURE 4.1A - ROUTE OPTION SCENARIOS



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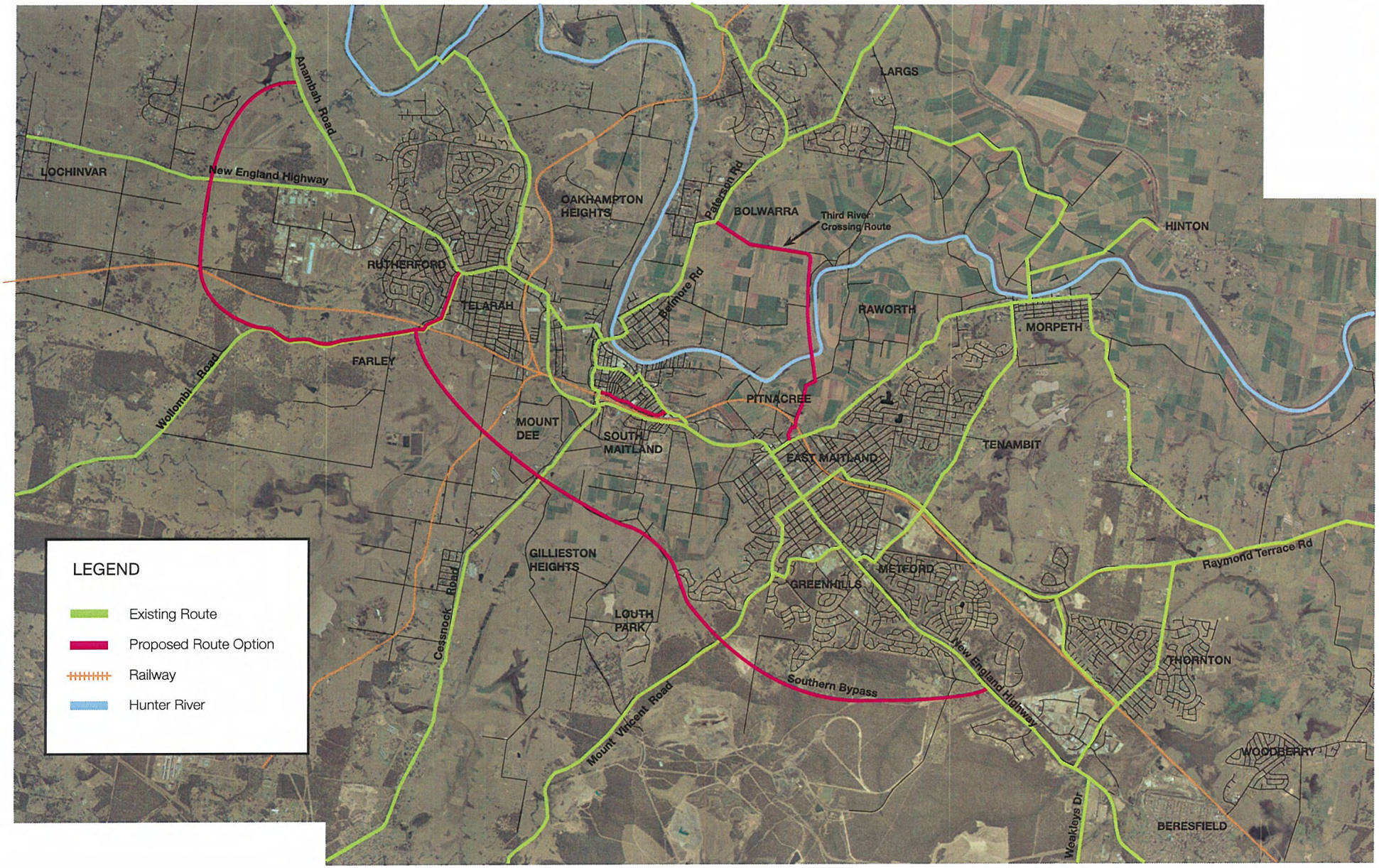

FIGURE 4.1B - PROPOSED ROUTE NETWORK SCENARIOS

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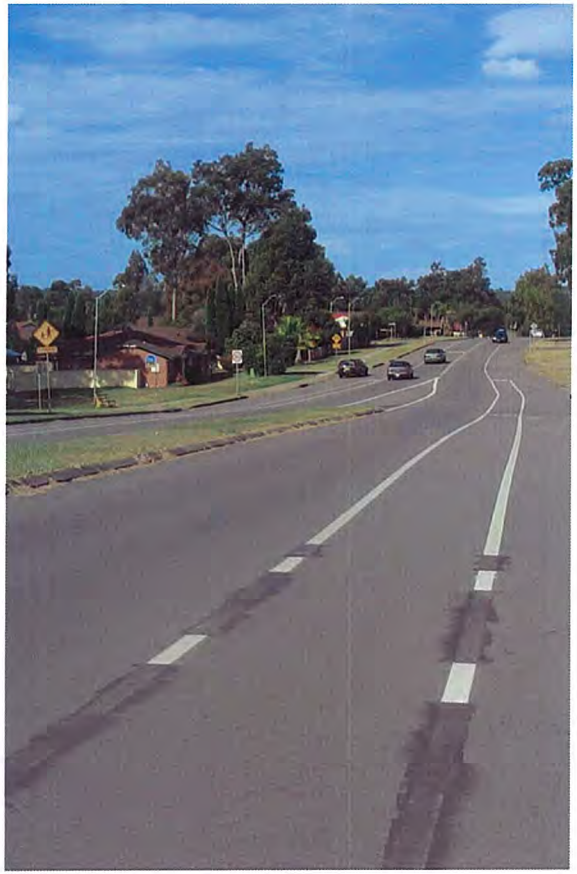

The following main points are made based on the assessment of the traffic modelling scenarios:

1. The New England Highway will experience a high level of traffic volume by the year 2016 and it will continue until 2026.
2. The difference plots on two scenarios for 2026,"Existing Network" vs "Existing Network and Hunter Expressway" indicates that construction of the Hunter Expressway will attract some 12,000 vpd from New England Highway.
3. The difference plots on two scenarios for 2026,"Existing Network" vs "Proposed Network with no Hunter Expressway" indicates that the Southern Bypass will attract some 22,000 vpd from the New England Highway i.e., a reduction of some 10,000 vpd local traffic and reduction in 12,000 vpd through traffic (i.e. if the Bypass would be built).
4. The difference plots on two scenarios for 2026,"Proposed Network" vs "Proposed Network and Hunter Expressway" indicates that the inclusion of the Hunter Expressway will reduce some 12,000 vpd from the proposed Southern Bypass with minimal impact on New England Highway.
5. It is clearly evident that the proposed Southern Bypass will play an important strategic role and function as part of the future route system for the LGA. It provides a complementary corridor to New England Hwy and the Hunter Expressway.
6. The construction of the Hunter Expressway will alleviate, only partially, the level of traffic volumes along the route system within the LGA.
7. The assessment of volume to capacity results for two 2026 scenarios: "Proposed Road network including Southern Bypass" vs : "Existing Road Network with Hunter Expressway" reveals that New England Highway and Cessnock Road, both will experience a better level of service as part of the "Proposed Road Network with Southern Bypass". In summary, it indicates that the proposed Southern Bypass will have a more positive impact on the operation of the road network than the Hunter Expressway.
8. Considering all future scenarios, Raymond Terrace Road (will experience a high level of traffic volume particularly at its section west of Thornton Rd - Haussman Drive).
9. The select link analysis for Raymond Terrace Road indicates a considerable level of movement between Raymond Terrace to Weakleys Drive, Green Hills and East Maitland (about 4,000 vpd to/from Weakleys Drive and 4,000 vpd to/from remaining).
10. The select link for the proposed Southern Bypass clearly shows the need for vehicular movements between West Maitland and Weakleys Drive.
11. The proposed Fourth River Crossing select link analysis indicates the localised nature of its movement activities (some 2500 vpd with over 500 vpd associated with West Maitland). Therefore, implementation of the proposal will not result in a highly beneficial road scheme for the area. Parts of this traffic will be distributed along Aberglasslyn and Belmore Roads.
12. Cessnock Road will have a greater role as part of the road network in coming years. The implementation of Hunter Expressway would encourage a higher use of Cessnock Road which will require a major treatment at their intersection.
13. By the year 2026, Belmore Road could experience a traffic volume of some 19,000 vpd if a "Do Nothing" scenario (i.e. existing network) is adopted but if a "Proposed Road Network with or without Hunter Expressway" would be implemented, its traffic volumes will be in order of some 13,000 vpd.
14. The widening of Haussman Drive will be required by the year 2016.
15. Melbourne Street will experience high traffic volumes due to the Third River Crossing measures. Therefore its operational characteristics need to be monitored to maintain its environmental amenities. Currently, more use of other streets such as Riley Street has been observed for those wishing to travel west.
16. The overall assessment of all scenarios guides us to the conclusion that the proposed Southern Bypass is a viable option that should seriously be considered as part of the future road network. It is also evident that if such measures are not taken, the route system will experience a very low level of service.
17. It is important to note that the proposed southern bypass is not a substitute for the Hunter Expressway. Its function is independent from Hunter Expressway as it provides an appropriate level of service for the route network within the LGA (hence better circulation and efficiency).

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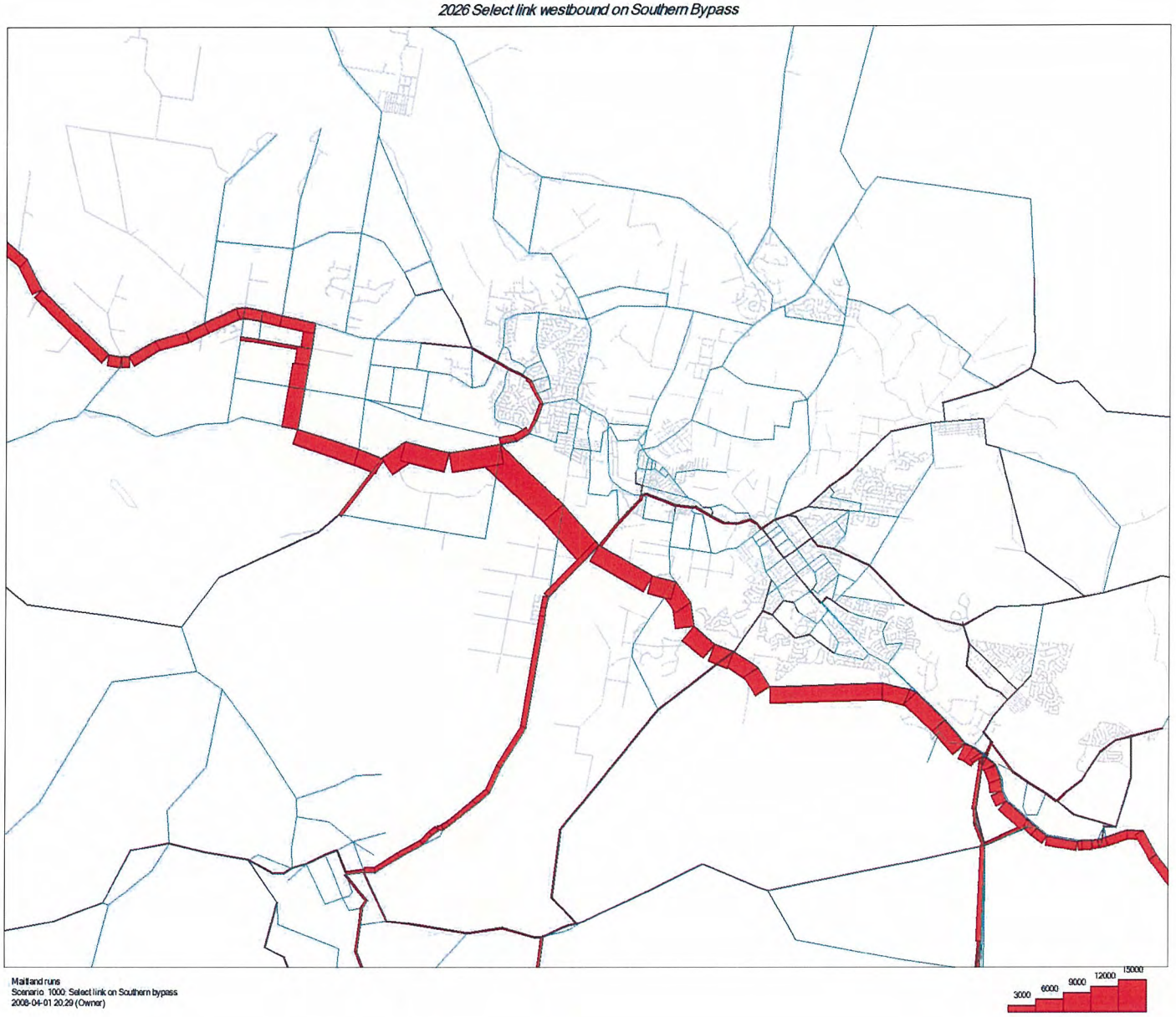
FIGURE A4.5C - SELECT LINK: PROPOSED SOUTHERN BYPASS



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