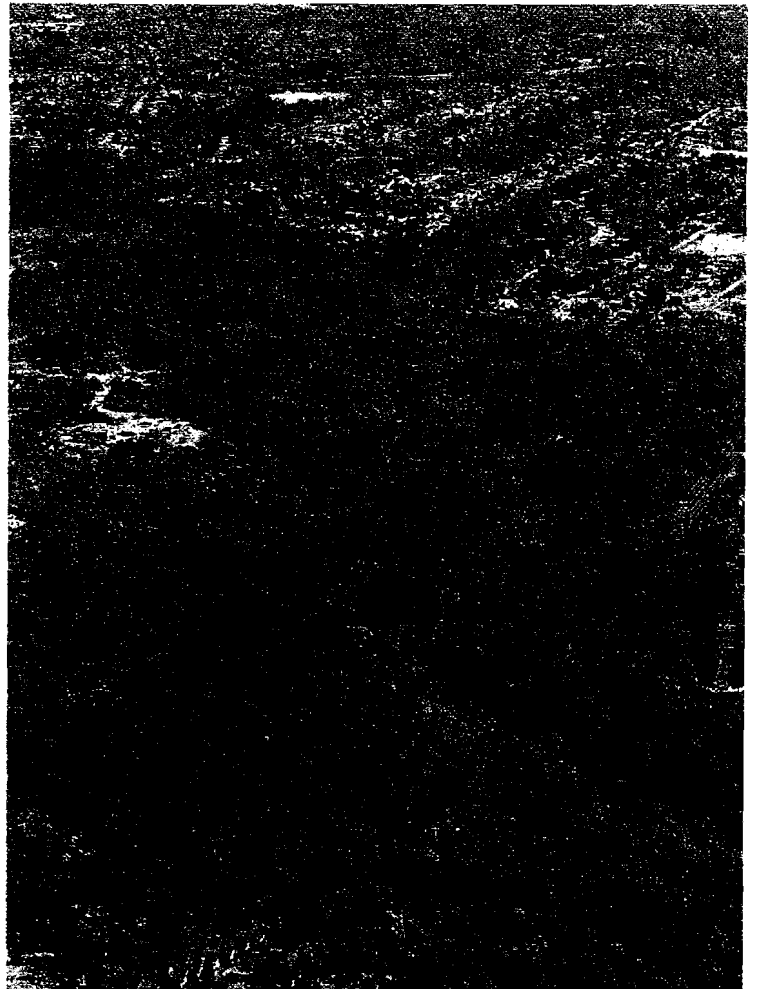


# **NORTH WEST SECTOR ROAD NEEDS STUDY**

**Analysis of the Area Bounded by the Pacific Highway  
Pennant Hills Road, Beecroft Road and Epping Road.**

We want to avoid this

We want to preserve this



***An Invitation to Comment***



The Roads and Traffic Authority invites your assistance as it seeks to define the future road network in the area bounded by the Pacific Highway, Pennant Hills Road, Beecroft Road and Epping Road.

This brochure has been prepared as part of a programme of public consultation. It is to inform you of the options for road improvements considered so far for this area, and to find out advantages or disadvantages associated with each option, which you feel should also be considered.

You are invited to examine each of the options proposed and make any comments on the sheet provided. To assist, a comparison of options is provided in this leaflet giving some details of costs, savings and other issues. You may nominate other alternatives. You are most welcome to provide any information which you think may help in planning a better road. Your views will be carefully considered in the selection of a preferred road scheme.

Public exhibitions will be held at Hornsby, Gordon and Epping Libraries during January and February 1989.

Officers from our Authority will be at each exhibition venue as detailed on the display panel. Alternatively, you can discuss the proposals with Annette Ross on telephone (02)218.6545 or John Brewer on telephone (02)218.6527.

Congestion is occurring on Pacific Highway, Pennant Hills Road and through Epping. Comenarra Parkway and Ryde Road are very heavily trafficked. There are several black spots in the vicinity which are amongst the worst in New South Wales. Predictions about the likely traffic volumes in this area indicate that the existing road network will become very congested in the future.

It is proposed to construct sections of the Castlereagh Freeway and this will help relieve travelling conditions in some locations. The predictions however, indicate that more traffic capacity will be necessary after the year 2000 if we are to provide for the transport of goods and services demanded by a growing community at a reasonable cost. This is especially so in the North/South direction through the study area.

A number of road improvement options have been formulated to meet this need. The options considered provide a range of travel benefits compared to the no build options, including reduced congestion throughout the study area in peak hours, and better access to the Sydney-Newcastle Freeway.



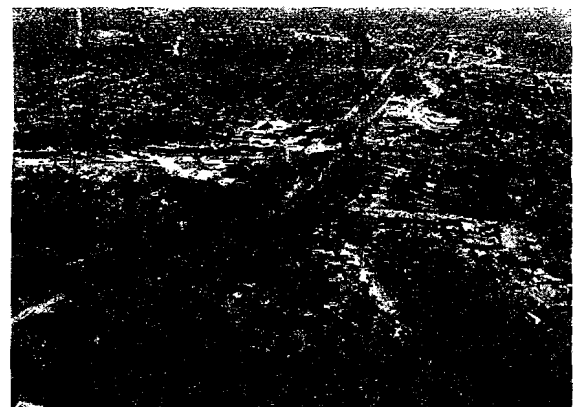
*Pacific Highway, Turramurra*



*Lane Cove Road, North Ryde*



*Beecroft Road, Beecroft*



*Pennant Hills Road, Pennant Hills*

This public consultation programme is directed at the link southwards from the Sydney-Newcastle Freeway at Pearce's Corner to the Castlereagh Freeway at Epping-North Ryde. It is contained within the boundary of Pacific Highway, Epping Road, Beecroft Road and Pennant Hills Road.

Planned urban development in the North West Sector of Sydney, including the Hills District, and improved access to the north of Sydney, will result in substantially increased traffic flows in the Wahroonga, Pennant Hills, Epping, North Ryde and Pymble areas over the next 20 years.

Corridors for new roads in the area, such as in the Lane Cove Valley, and for widening of Kissing Point Road were set aside some 40 years ago. These corridors may not suit current needs and an updated strategy for roads in the area to provide safe and economical travel conditions is required.

This study was carried out to look at the need for a North/South connection. Input was provided concerning traffic volumes, future land use and crash records.

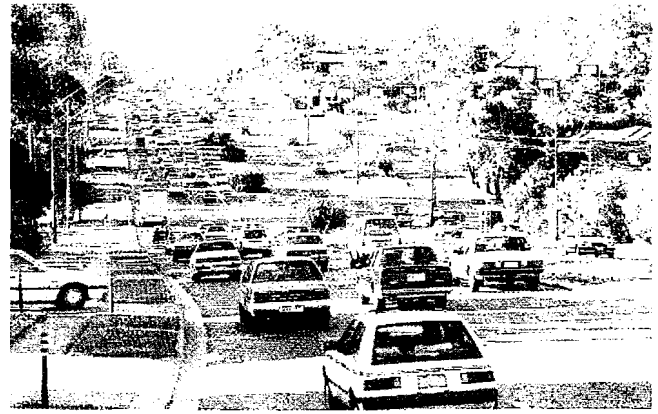
The study was in the context of the Authority's obligations and objectives, including:

- Respond to reasonable community expectations
- Be sensitive to environmental issues
- Increase community satisfaction with the performance of the road system
- Adopt programs which generate high economic returns
- Reduce accidents

Road improvement options would be coordinated with public transport initiatives. The new road options would assist road-based public transport as they would allow existing bus services to operate more efficiently and taxis to be more effective.

The need for road improvements in the corridor is seen to be additional to any of the planned improvements to the suburban rail system.

Road-based public transport will be the major contributor to public transport in the North-West Sector.



*Epping Road, Marsfield*



*Public School, Kissing Point Road, Turramurra*



*Epping Road, Epping*



*Sydney Adventist Hospital from Normanhurst*

## COMPARISON OF OPTIONS

### FACTORS

### OPTION

|  | A1   | A2   | B1    | B2    | B3       | B4      | B5    | C1       | C2    |
|--|------|------|-------|-------|----------|---------|-------|----------|-------|
| Length of new 4 lane road (km)                     | NA   | NA   | 7.4   | 6.5   | 6.0      | 6.7     | 6.2   | 1.8      | NA    |
| Length of widening 1 lane (km)                     | 11.0 | 15.0 | 8.4   | 10.5  | 9.5      | 11.4    | 11.5  | 16.3     | 2.6   |
| Number of possible road closures                   | 0    | 0    | 9     | 10    | 5        | 11      | 2     | 2        | 0     |
| Estimated cost \$m                                 | 55.0 | 91.0 | 123.2 | 121.7 | 117.8    | 177.2   | 245.3 | 126.6    | 169.0 |
| Length of tunnel (km)                              | -    | -    | -     | -     | -        | 0.42    | 1.57  | -        | -     |
| Number of major bridges                            | -    | -    | 7     | 5     | 5        | 6       | 4     | 1        | -     |
| Area of major bridges (1000 Sq. m.)                | -    | -    | 10.67 | 10.85 | 10.85    | 2.88    | 1.88  | 3.7      | -     |
| Savings in Travel Cost (1st year of operation \$m) | 7.32 | 9.36 | 22.34 | 32.21 | 32.21    | 20.59   | 20.59 | 15.88    | 17.82 |
| Benefit/Cost Ratio (Estimate)                      | 2.0  | 1.6  | 2.7   | 4.0   | 4.1      | 1.8     | 1.3   | 1.9      | 1.8   |
| Existing road reserve available for other uses     | 65   | 65   | NA    | 30    | 40       | 65      | 57    | 65       | 65    |
| Loss of open space/unused land (ha)                | 1.1  | 1.1  | 58    | 41    | 41       | 5       | 27    | 9.1      | 1.1   |
| Houses demolished                                  | 115  | 70   | 55    | 75    | 65       | 109     | 62    | 90       | 120   |
| Vacant lots required                               | 12   | 8    | 11    | 20    | 8        | 10      | 5     | 10       | 14    |
| Properties part affected                           | 160  | 105  | 42    | 68    | 39       | 121     | 69    | 231      | 205   |
| Community facilities affected                      | 36   | 22   | 15    | 16    | 15       | 23      | 20    | 23       | 40    |
| Landscape Impact - Natural Environment             | low  | low  | high  | mod   | mod/high | mod/low | high  | mod      | low   |
| - Built Environment                                | mod  | mod  | mod   | high  | mod      | low     | mod   | mod/high | high  |

Some of these options use existing road corridors, while others are on completely new alignments.

Variations occur with emphasis placed on connecting to the eastern, central or western portion of the Castlereagh Freeway in the study area.

Follows the existing Lane Cove Valley Freeway corridor from Pearce's Corner to link with the eastern portion of the Castlereagh Freeway.

Follows existing Lane Cove Valley Freeway from Pearce's Corner to Kissing Point Road and then veers south following Kissing Point Road corridor to Castlereagh Freeway.

Similar to B2, but avoids disruption to built environment in South Turramurra by passing just west of the residential area.

The new route generally follows the railway line south from Pearce's Corner to link with the Castlereagh Freeway at Beecroft.

Initially south from Pearce's Corner along the existing Lane Cove Valley Freeway corridor, but then veering westwards to generally go between residential areas and bushland to Castlereagh Freeway at Beecroft.

To offer a package of works which will address the more significant areas of congestion, each of the above options also includes a number of additional site-specific works on the existing road network.



Brown Waterhole near South Turramurra

### Features of Option B1

- greatest loss of open space/unused land
- affects high quality bushland and landscape in Lane Cove River Valley and the escarpments
- bisects South Turramurra
- some community facilities affected
- moderately high benefit to cost ratio

### Features of Option B2

- moderate adverse landscape/environmental impact on natural and built environment
- affects some community facilities
- partial use of existing road reservation
- links to Vimiera Road, Marsfield with possible traffic congestion in the area
- high benefit to cost ratio

### Features of Option B3

- avoids community disruption at South Turramurra
- affects relatively low number of houses
- affects a number of community facilities including court complex near Canoon Road
- links with Vimiera Road, Marsfield with possible traffic congestion in the area
- high benefit to cost ratio

### Features of Option B4

- least impact on bushland
- greatest noise effects for residential areas
- affects a number of community facilities including Normanhurst shopping centre
- existing road reservation would be available for other uses
- links with proposed Castlereagh Freeway at Beecroft

### Features of Option B5

- affects bushland of high visual quality along Coups Creek
- some effects on community facilities
- least traffic noise for residential areas
- most of existing road reservations would be available for other uses

To provide the necessary road capacity, options were developed which involved widening of some existing roads to provide a major route.

Follows the existing "road widening scheme" along Kissing Point Road from Pacific Highway to Castlereagh Freeway. Kissing Point Road would become a six-lane arterial route to North Ryde.

Requires widening Pennant Hills Road to eight lanes plus turning bays from Pearces Corner to Castlereagh Freeway.

#### Features of Option C1

- relatively minor impact on natural environment
- affects a large number of houses
- increased traffic noise for nearby properties
- bisects South Turrumurra
- affects a number of community facilities including part of Turrumurra shopping centre
- existing Lane Cove Valley corridor would be available for other uses
- affects the visual/environment quality for Kissing Point Road properties

#### Features of Option C2

- Large number of shops and houses affected
- recent widening to six lanes has already had a serious affect on peoples' properties
- high cost
- increased noise effects for nearby properties
- heavy vehicles tempted to take short cuts on local streets
- does not solve major transport problems
- relatively minor impact on natural environment



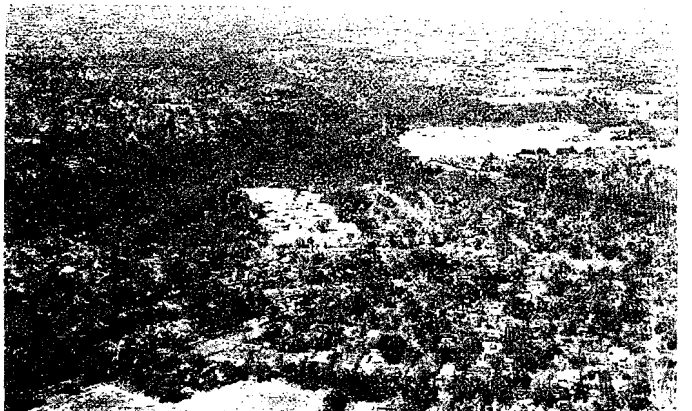
*Pennant Hills Park*



*Vimiera Road, Marsfield*



*Canoon Road Court Complex, South Turrumurra*



*South Turrumurra*

A number of options have been developed to meet some or all of these objectives.

These include:

Carry out only those projects which form part of the Authority's program for the year 2000, namely the Sydney Harbour Tunnel, the Pymble Interchange (which has recently been opened), Castlereagh Freeway, the Warringah Freeway Extension to Pacific Highway at Longueville Road, and widen Pennant Hills Road to six lanes with turning bays between Pearce's Corner and Beecroft Road.

A low cost option addressing a series of local trouble spots including intersection improvements at Pacific Highway/Kissing Point Road, Pacific Highway/Bobbin Head Road, Yanko Road/Ryde Road, Pennant Hills Road/Boundary Road, Pacific Highway/Fox Valley Road and widening certain sections of Pacific Highway (Pearces Corner to Ryde Road), Pennant Hills Road and Ryde Road (Epping Road to Yanko Road).

- locally improved traffic flows
- improved amenity of selected areas
- small number of houses to demolish
- do not solve major transport problems
- increasing congestion on the balance of the network not addressed
- low cost and moderate benefit
- existing corridor reservations could be released

