

Community issues report with RMS responses

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Transport
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Services



Boundary Street, Roseville Proposed upgrade

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Proposed Boundary Street upgrade, Roseville

Community Issues Report

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INTEGRATED ANALYSIS

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1. Introduction

Integrated Analysis Pty Ltd has been engaged to review the submissions, petitions, newspapers clippings and correspondence to Roads and Maritime Services (RMS) and prepare an issues report analysing response from the community regarding the proposed Boundary Street upgrade at Roseville.

2. Background

RMS has invited comments on a proposal to widen Boundary Street on the northern side from the Pacific Highway to Melnotte Avenue to reduce congestion and improve traffic flows.

People from the Roseville community and key stakeholders were invited to view the information and provide feedback and comment to RMS from 14 November 2012 until 8 February 2013. Further details about the consultation strategy are provided in section 8 of this paper.

A web page for the project has been set up on RMS's web site at www.rms.nsw.gov.au/roadprojects, search 'Boundary Street'.

All the feedback provided to RMS throughout the consultation period, including email submissions, records of telephone calls and mailed letters have been collated and analysed in order to generate this report.

3. Local profile

3.1. Roseville

Roseville is a residential suburb with medium to low density housing and lies between Findlay Avenue and Ashley Street to the south; and Bayswater Road, Abingdon Road, Chelmsford Avenue and Carnarvon Road to the north. A narrow section of the southernmost area of Roseville, between Ashley Street and Boundary Street, is in the Willoughby local government area. To the east, Roseville is bounded by Middle Harbour and Moores Creek, and to the west it is bounded by the Lane Cove National Park.

Roseville Railway Station is situated between Hill Street and the Pacific Highway and has a small commercial area either side on Pacific Highway and Hill Street.

Schools in the suburb comprise Roseville Public School on Archbold Road between Duntroon Avenue and Addison Avenue, and Roseville College between Bancroft Avenue and Victoria Street.

3.2. Chatswood

Chatswood is the administrative centre of the local government area of the City of Willoughby.

There are two major shopping centres, Chatswood Chase and Westfield Chatswood relatively close to each other as well as a few smaller shopping centres such as 'Lemon Grove' on the pedestrian mall and the 'Mandarin Centre' beside Westfield on the corner of Albert Avenue and Victor Street. 'Metro Chatswood' is a new shopping centre currently under construction above the Chatswood railway and bus interchange. Shoppers from surrounding residential suburbs such as Roseville travel to Chatswood in large numbers to utilise the wide range of shops, medical centres and entertainment facilities that are concentrated in a relatively small area.

Chatswood Railway Station is a major transport centre and connects rail services to the North Shore Line, the Northern Line, south to the Sydney CBD and west to Epping.

Chatswood Station is also a major bus terminus with services to Bondi Junction, Sydney, North Sydney, Mosman, Balmoral Beach, Manly, Warringah Mall/Brookvale, UTS Ku-ring-gai, Belrose, Narrabeen, Mona Vale, Eastwood, Gladesville, West Ryde, North Ryde, Macquarie University, Macquarie Park, Parramatta and Dundas.

4. Current situation

RMS provided the following information to the community as background to and explanation of their proposal.

Boundary Street is a freight corridor with heavy vehicle access for the northern beaches industrial areas. It provides a strategic transport link in Sydney's road network. Traffic volumes are nearly 37,000 vehicles per day with average travel speeds as low as 13km/h in peak times.

In 2007 RailCorp approached the RMS (then RTA) with plans to replace the rail bridge over Boundary Street, between the Pacific Highway and Hill Street. The RMS requested the widening of the bridge provide adequate space for the future widening of Boundary Street. RailCorp accepted the design criteria and consequently RMS took this opportunity to start developing Boundary Street upgrade.

Current congestions problems in this area include:

- The limited number of traffic lanes.
- The right turn bay from Boundary Street to Pacific Highway overflows and creates delays for traffic turning left, particularly in peak periods.
- The right turn lane from Boundary Street to Archer Street creates delays for through traffic.
- Right turns in and out of Hill Street create delays for through traffic on Boundary Street.

5. The proposal

The following changes are proposed to help reduce traffic congestion:

- Two dedicated left turn and two dedicated right turn lanes from Boundary Street into Pacific Highway.
- Two dedicated through lanes on Boundary St from Pacific Highway to Archer Street.
- A dedicated right turn lane from Boundary Street into Archer Street.
- Hill Street converted to left in/left out access.
- A shared pedestrian/bicycle path on Boundary Street between Hill Street and Archer Street.
- Signalised crossing facilities for both pedestrians and cyclists across Boundary Street at Archer Street.
- An embankment or retaining wall on the northern side of Boundary Street.
- Landscaping and urban design in consultation with Ku-ring-gai and Willoughby councils.

6. Project benefits

The benefits of the project would be: -

- Improved traffic flow and a reduction in traffic delays on Boundary Street.
- Road safety improvements for all road user groups.
- An improvement in bus manoeuvrability and pedestrian and cyclists facilities in support of active transport.
- Enhanced and improved urban design.

7. Scope of this paper

This paper summarises the issues raised by the local community and key stakeholders during the consultation period regarding the proposal to reduce congestion and improve traffic flow on Boundary Street, Roseville. It also contains the considered responses from each of the project engineers in relation to the issues raised by the community.

8. Consultation process

8.1. Community engagement strategy

RMS encouraged community feedback to this proposal with the following activities:

November 2012

- Delivered more than 6,200 brochures on the proposal and community info sessions to letterboxes around Boundary Street on 16 and 27 November 2012.
- Created a webpage for information and feedback submissions on 15 November 2012.
- Placed 'Have your say' advertisements in the North Shore Times on 14 and 16 November 2012.
- Held two information sessions on Saturday 24 November 2012 from 1pm to 4pm and Tuesday 27 November 2012 from 6.30pm to 8.30pm at East Roseville Community Centre corner Babbage Road and Park Street, which was attended by 42 community members
- Issued a media release from the office of the Member for Willoughby Gladys Berejiklian and Member for Davidson Jonathan O'Dea on 14 November 2012 to local media including Manly Daily, Hornsby Advocate, 99.3 FM, NorthSide Magazine resulting in coverage.

December 2012

- Responded to a media inquiry from North Shore Times after community members voiced concern to the paper about lack of involvement in the information sessions.
- Issued a media release on 18 December 2012 through office of Member for Davidson Jonathan O'Dea advising community consultation would be extended to Friday 8 February 2013 and inviting the community to an information session held on Tuesday 5 February 2013.

- Distributed a letter advising residents the consultation period had been extended to 8 February 2013 to 9000 households in the Roseville area surrounding the project site. Delivery of this letter started on 18 December 2012 and concluded on 19 December 2012.

January 2013

- Invitations to the community to attend the third community session on 5 February 2013 and to give feedback by 8 February 2013 were delivered via email, letter, webpage update and media release.
- A letter was delivered to 9000 residents in the week starting 7 January 2013 advising residents of the third community information session.
- Advertisement re the third community information session and consultation was placed in the North Shore Times on Wednesday 9 January 2013 and on 23 January 2013 to capture residents returning from Christmas holidays.

February 2013

- Tuesday 5 February 2013 – An information session was held at the function room of the Dougherty Centre, 7 Victor Street Chatswood from 6.30pm to 8.30pm. 46 community members attended.

8.2. Response numbers

There were 204 persons who made comments and/or attended the information sessions during the consultation period. Of these, 178 submitted comments about the proposal via: -

Emails	79%
Feedback forms	9%
Mail	7%
Phone calls	6%

8.3. Respondents suburb distribution

169 respondents noted their residential suburb in their submissions. The percentage of respondents from each suburb is as follows.

Suburb	Number	Percentage
Roseville	129	63%

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Lindfield	10	5%
Chatswood	11	5%
Castle Cove	4	2%
Sydney	2	1%
Willoughby	2	1%
Artarmon	1	1%
Castlecrag	1	1%
Concord West	1	1%
Gladesville	1	1%
Gordon	1	1%
Killara	1	1%
Middle Cove	1	1%
Naremburn	1	1%
Parramatta	1	1%
West Ryde	1	1%
Willoughby East	1	1%

8.4. Community response to proposal

The approval rating for the proposal was based on respondents who: -

- stated they had overall agreement with the proposal as presented. 46%
- stated they disagreed with the proposal as presented. 21%
- did not state whether they agreed or disagreed with the proposal as presented. 33%

Most submissions commented on a number of aspects in the proposal, often drawing attention to other issues in the surrounding community that would be impacted by the changes being proposed.

Many respondents indicated they understood the need to improve traffic flows on Boundary Street and that they agreed in principal with the project. The majority, however, had reservations about one or more aspects of the proposal.

The most common concern was the flow on effects the changes being proposed at Hill Street/Boundary Road and Corona Street/Pacific Highway intersections would have on access and congestion in Roseville, west of the Pacific Highway and north of Boundary Street.

8.5. Comments analysis

There were more than 570 comments, suggestions and recommendations in the 178 submissions relating to various aspects of the proposal and associated issues. Aside from the 26% of comments directly addressing the list of changes to be made, there were a number of associated issues respondents felt needed to be addressed if the project was to have the best outcome for all stakeholders.

Many of these comments included suggestions and alternative solutions to the traffic congestion issues in Boundary Street. A significant percentage of comments qualified why respondents did, or did not, agree with the proposal. These comments and suggestions are further analysed in section 10.

There were a number of other issues and options suggested.

The following list, in order of the number of comments received, gives some indication as to the significance each topic had for respondents as an overall group.

Issues for traffic travelling between Chatswood and Roseville	17%
Congestion and access implications for Roseville north of Boundary Street	15%
Pacific Highway/Clanville Road intersection.	10%
Implications for the amenity of Boundary Street residents.	9%
Issues for cyclists and pedestrians	8%
Boundary Street/Archer Street intersection	6%
Pacific Highway/Boundary Street intersection.	6%
Access issues for Roseville residents west of the Pacific Highway	4%
Other issues	1%

9. Response to elements of the proposal

Below are summaries of comments received from respondents for each aspect of the proposal.

9.1. Hill Street converted to left in/left out access

Comments received 76, Positive 19, negative 57

The majority of submissions believe the changes to the Boundary Street/Hill Street intersection will create a greater problem by worsening traffic congestion and compromise emergency vehicle and residential access to Roseville, the suburb north of Boundary Street.

A significant number of respondents said they supported the changes proposed for Boundary Street with the following exception - they do not support the closure of Hill Street to right turning traffic from Boundary Street and from Hill Street via Boundary Street to the Pacific Highway until improvements had been made to other access points for the area, notably the Pacific Highway/Clanville Road intersection, Clanville Road Railway Bridge and the Clanville Road/Hill Street intersection.

Some respondents suggested limiting right turns into Hill Street from Boundary Street during off peak times would be preferable to totally excluding the option. There were suggestions in a number of submissions for RMS to install a roundabout or lights at Hill Street/Boundary Street to increase safety for motorists turning right into Hill Street.

The following excerpts from comments received typify the range of views expressed:

Positive

"I particularly support the left in/out from Hill Street into Boundary. Cars turning right into Boundary from Hill Street block the views of those turning left."

"The improvements proposed on the left turn traffic at the junction of Hill Street/Boundary Street, is practical and necessary."

Negative

"Whilst I support the upgrade to Boundary Street, I am concerned that by eliminating the right turn from Hill St into Boundary and making it only a left in/left out from Hill Street into Boundary, this will just force more traffic up Wandella Ave to try and make the right turn into Boundary."

"To replace the lost capacity to turn right from Hill Street, light sequencing on Clanville Road will need to be adjusted otherwise drivers will have to go from Archbold Road which is already heavily congested."

RMS response

The proposal provides a safer intersection.

The left in/out arrangement at Hill Street will reduce amenity for residents, however RMS is considering re-instating the right turn movement at Spearman Street outside the AM and PM commuter peak hours.

The proposed median island on Boundary Street at Hill Street will be mountable, thus access for emergency vehicles will be possible.

During detailed design RMS will review whether right turn movements into Hill Street can be safely accommodated outside the AM/PM commuter peak periods. RMS will also review the feasibility of permitting right turn movements into Spearman Street during these hours.

Suggestions for installing a roundabout or signalling the Hill Street/Boundary Street intersection are not viable options.

9.2. Corona Avenue converted to left in/left out

Comments received 20, Positive 1, Negative 19

Residents who live on the area bordered by Maclaurin Parade, Pacific Highway and Findlay Avenue feel that access to the area is very restricted and there are safety issues with the lack of green arrows turning from Pacific Highway into Maclaurin Parade and the lack of controls at the Findlay Avenue/Pacific Highway intersection.

There were a number of suggestions that the proposed intersection could be altered to allow traffic to transit from Boundary Street to Corona Avenue via the left side right turning lane from Boundary Street onto the Pacific Highway.

There were also a number of requests for the Findlay Avenue intersection to have a 'keep clear' area on the Pacific Highway to allow cars travelling south easier access to the Pacific Highway.

The following excerpts from comments received typify the range of views expressed:

Positive

"...traffic going straight across from Boundary into Corona is always a worry, so that would be a good move there."

Negative

"There is no benefit to this, only disadvantages to residents on Corona as well as other "west side streets" such as Findlay Ave connected to it."

"If access from Boundary Street into Corona Avenue is prevented, this would cause the residents to this street and adjoining streets to have to make a large deviating loop, driving up the highway to turn left into MacLaurin Parade and around via Kings Avenue. The MacLaurin Parade intersection is already under pressure and more traffic having to make a left hand turn into it would definitely have a slowing impact on the traffic flow on the highway."

RMS response

Following requests from the community to leave this intersection as is, RMS has agreed to do so.

9.3. A shared pedestrian/bicycle path on Boundary Street between Hill Street and Archer Street

Comments received 18, Positive 9, Negative 9

A number of submissions pointed out the existing difficulties for cyclists and pedestrians at the Archer Street/Boundary Street intersection with the restricted pathway and stairs which induce many cyclists to use illegal means to transit Archer Street to Hill Street.

While having better access to a path on the north side of Boundary Street in this area was generally welcomed, there were suggestions that a better solution could be found by utilising the widened railway bridge to construct a 'rail trail' path from Hill Street to Gibson Avenue which had been looked at previously as part of NSW Cycling Investment Strategy. This idea was endorsed by a number of submissions including Willoughby City Council, Ku-ring-gai City Council and Bicycle NSW.

Residents of Ku-ring-gai Court at 3 Boundary Street expressed concern that the roadwork and widening of the pedestrian path would have a destabilising effect on the foundations of the heritage listed building. They are also concerned about increased noise, the loss of amenity and privacy as a result of the widened road and shared path.

Some submissions also raised the following points.

- The proposal decreases the buffer zone for pedestrians on Boundary Street and barrier protection will be needed.
- Access to 3 Boundary Street needs to be retained from Hill Street.
- Shared paths are dangerous for pedestrians.

The following excerpts from comments received typify the range of views expressed:

Positive

“Many cyclists use the Hill Street route early in the morning so a dedicated cycleway and crossing lights will help – if they can be persuaded to use them.”

“As someone who cycles to work two or three times a week I appreciate the inclusion of a cycle path between Hill Street and Archer Street, as that whole Hill Street/Boundary Street/Archer Street area is difficult and dangerous to negotiate if riding on the road.”

Negative

“The proposed plan will bring the footpath much closer to the building (3 Boundary Street); it is exposed to greater risk of being vandalised by graffiti etc.”

“A tokenistic shared path for cyclist is included which will do nothing to assist people riding a bike and simply delay those who do attempt to use this intersection. This project should be an opportunity to construct the shared pedestrian/bicycling bridge over Boundary Road alongside the new rail bridge.”

RMS response

Any works associated with No.3 Boundary Street, and/or other affected properties will be managed during detailed design in consultation with the property owners.

The proposed shared path between Hill Street and Archer Street provides a link for future planning with the NSW Bike Plan, and Local Council Bike Plans.

The path will be 3.5 metres wide, which is in excess of the NSW Bicycle Guidelines requirements. Widths of paths and clearance from traffic on Boundary Street are considered appropriate and in line with design requirements.

An additional guard fence between the path and Boundary Street is not considered warranted.

Cyclists must, by law, give way to pedestrians on shared paths. It is recommended that all shared path users stay to the left and are aware of others using the path.

9.4. Signalised crossing facilities for both pedestrians and cyclists across Boundary Street at Archer Street

Comments received 9, Positive 3, Negative 6

Some of the comments in submissions pointed out that the proposed crossings will involve two light changes from the eastern side of Archer Street to the northern side of Boundary Street and questioned why a pedestrian crossing was not planned for the eastern leg of the Boundary Street/Archer Street intersection.

There were requests in some submissions for a grade separated pedestrian/cycle crossing of Boundary Street to be incorporated in the proposal.

The following excerpts from comments received typify the range of views expressed:

Positive

“Pedestrian access improvements at the Boundary Street and Archer Street intersection are supported, as the existing high level footpath on the northern side of Boundary Street has presented difficulties for pedestrians, and well as to Ku-ring-gai Council and Roads and Maritime Services, in finding solutions for access improvements.”

“I would hope that as part of the current plan that the pedestrian crossing at Archer Street (which crosses Boundary Street) is made accessible to those who can’t use stairs.”

Negative

“Adds significant delays to southbound bicycle traffic which is forced to wait for two sets of lights to join Archer Street.”

“A grade separated cycle (and pedestrian) crossing of Boundary Street would be the preferable to an on road route. Council should urge RMS to develop plans for such a crossing and link it with existing regional routes to the Sydney CBD.”

“The lack of a signalised crossing on the eastern leg reduces safety and amenity for cyclists and pedestrians, forcing those wishing to travel on the eastern side of Archer Street to cross two signalised legs.”

RMS response

The upgraded signalised intersection of Boundary Street and Archer Street will provide improved crossing facilities for both pedestrians and cyclists. The steps which are located on the western side of the signalised intersection will be removed, with access to the shared pathway now accessible to disabled pedestrians.

The project is funded under the Pinch Point Project and provision of a bicycle bridge across Boundary Street is not within the scope of this project.

The enhanced facilities at and in the vicinity of Boundary Street address the needs of both pedestrians and cyclists and negates the need for grade separated pedestrian/cycle crossing facilities.

Providing an additional marked foot crossing on the eastern side of Boundary Street at Archer Street would impact significantly on the operational performance of Boundary Street. During detailed design RMS will further investigate whether this request can be accommodated without creating significant impacts on the operation of the intersection.

9.5. Two dedicated left turn and two dedicated right turn lanes from Boundary Street into Pacific Highway

Comments received 9, Positive 5, Negative 4

The addition of the turning lanes was generally well received although there were some alternative suggestions given in the submissions by residents. This included altering one of the right turning lanes to allow direct access to Corona Avenue from Boundary Street.

There were some criticisms of the length of the turning lanes and whether or not the southbound traffic will be able to transition easily to the far right for turning into Fullers Road further south on the Pacific Highway.

Another suggestion was to acquire land and have separate merging lanes built for southbound traffic on the Pacific Highway into Boundary Street and for traffic exiting Boundary Street to merge into southbound traffic on the Pacific Highway.

A common request in submissions was for the proposal to include dual right turn lanes from Pacific Highway northbound into Boundary Street and for dual left turn lanes from Pacific Highway southbound into Boundary Street.

Other suggestions and comments regarding this intersection included:

- Construct an underpass for westbound traffic on Boundary Street turning right onto the Pacific Highway.
- A 'keep clear' zone needed on the Pacific Highway at the Findlay Avenue intersection.

The following excerpts from comments received typify the range of views expressed:

Positive

"I agree the additional lanes for use of turning into Pacific Highway."

"I think it will make a huge difference to the traffic flow to have the extra lanes."

Negative

“The majority of traffic that exits Boundary Street turns right not left onto the Pacific Highway by what I could guess is a margin of 2 to 1 and as such the length of the left right turn lane you are proposing would be woefully too short for the volume of current traffic.”

“I can see that given the volume that I have noticed of traffic turning right up the highway - the second left turning lane will be completely useless due to traffic banked up to enter the right turning lanes blocking access to it.”

RMS response

The proposed lane configuration is a significant improvement on the existing intersection by providing two additional lanes in Boundary Street.

Requests for additional lanes in addition to what is proposed for Boundary Street and Pacific Highway will require significant land acquisition. Additional lane capacity will be investigated to assess whether it is warranted once the initial proposal has been constructed.

It should be noted that the initial proposed works are essentially confined to Boundary Street.

Following concerns raised by the community in regards to lane lengths, RMS will undertake further investigations in the detailed design component of the project to further refine the intersections configuration.

Provision of a second right turn bay from Pacific Highway into Boundary Street will form part of the next stage of improvement works in the area. Although funding for these works has not been allocated, some properties on the western side of the Pacific Highway have been acquired for the proposed future works.

9.6. Two dedicated through lanes from Pacific Highway to Archer Street

Comments received 5, Positive 4, Negative 1

This proposal was well received.

A few residents of Boundary Street indicated they were concerned about the results of increased traffic noise and the effects on property values. Some also pointed out that there may be some issues with access if the development proposed on Boundary Street goes ahead opposite the Archer Street intersection.

The following excerpts from comments received typify the range of views expressed:

Positive

“The additional lane for continuing along Boundary Street past Archer Street when headed east are welcome and an attempt to prevent the knock on impacts to other intersections.”

“The provision of an extra lane for westbound traffic west of Archer Street will alleviate congestion to an extent and act to reduce the severity of the rat running. Likewise, there are benefits for eastbound traffic on Boundary Street with the provision of a right turning bay for traffic wanting to enter Archer Street allowing for more free flowing conditions for eastbound through traffic.”

Negative

“More traffic, more noise, more inconvenience, for those people who live locally, benefit is none.”

RMS response

Some residents raised concerns in regards to increased traffic noise. RMS will undertake both pre and post completion noise monitoring and if deemed necessary will undertake any noise mitigation measures to affected residents as required.

9.7. A dedicated right turn lane from Boundary Street into Archer Street

Comments received 11, Positive 3, Negative 8

This proposal raised a relatively large number of negative comments from residents who see a problem transitioning two lanes of traffic between Hill Street and Archer Street to access the right turn lane. There is a concern that the extended right turn lane will bank up back to the railway bridge in peak times and create difficulties by blocking drivers turning left out of Hill Street and wanting to get into the right hand lane to Archer Street.

There were a number of requests for a ‘keep clear at intersection’ sign to be installed and markings on the road to indicate a clear zone.

The following excerpts from comments received typify the range of views expressed:

Positive

“There are benefits for eastbound traffic on Boundary Street with the provision of a right turning bay for traffic wanting to enter Archer Street allowing for more free flowing conditions for eastbound through traffic.”

“My household supports your southbound plan of no turn right at the bottom of Hill Street and two dedicated right turning lanes into Archer Street.”

Negative

"I see a problem for traffic turning left into Boundary Street from Hill Street wanting to turn right at Archer Street - crossing two lanes of moving traffic into a right turn lane which is likely banked past Hill Street."

"Have you ever attempted to make a left hand turn out of Hill Street, immediately cross lanes to reach the right filter lane to turn into Archer Street? A hair raising and risky experience. This traffic challenge should also be considered in your planning."

"The current draft plan indicates that they will now need to cross two lanes of traffic to cut into the longer right hand turn lane. I think this will be a very difficult turn to make."

RMS response

Proposal will see the storage capacity of the existing right turn bay considerably enhanced, with the signalised intersections of Boundary Street with Pacific Highway and Archer Street coordinated such that sufficient gaps are created to enable vehicles from Hill Street to access the right turn bay into Archer Street without impacting on the through flow of traffic on Boundary Street.

The Keep Clear will not be incorporated at Hill Street due to safety reasons with Keep Clear across three lanes of traffic.

9.8. An embankment or retaining wall on the northern side of Boundary Street

Comments received 3, Positive 0, Negative 3

The residents of 3 Boundary Street are concerned about the impacts the construction of this wall will have on their building as well as the loss of privacy.

The following excerpts from comments received typify the range of views expressed:

Negative

"There seems to be very little distance between the road and associated landscaping and the front doors and bedroom windows of the flats facing south (at 3 Boundary Road). In particular the ground floor flats will be very much affected."

"As to the retaining wall along the first part of Boundary Street connected to Pacific Highway, this will be money wasted as very soon you will find that those houses will be sold off and new unit development be built. The council should get the developer to landscape the nature strips so as to save on public money."

RMS response

RMS will liaise with affected property owners during detailed design to prepare property adjustment plans.

Building inspections will be undertaken prior to construction to ensure construction works do not impact on properties and in particular No.3 Boundary Street which has heritage significance.

9.9. Landscaping and urban design in consultation with Ku-ring-gai Council and Willoughby Council.

Comments received 5, Positive 0, Negative 5

There is concern from some residents that the existing character of the landscape and trees will be lost with the redesign. Some specific comments requested RMS to

- move (not destroy) the palm tree on Hill Street adjacent to 3 Boundary Street
- retain trees on Boundary Street

The following excerpts from comments received typify the range of views expressed:

Negative

“Since the road will only be a few meters from the building and in addition losing the existing natural sound barriers such as trees (particularly the large liquid Amber tree), we will be exposed to much more noise.”

RMS response

Consultation will be undertaken in conjunction with both councils to ensure the existing character of the landscape is not lost.

10. Other issues

Following are a list of issues and suggestions which fell outside of the scope of works proposed but were noted in one or more submissions received.

10.1. Traffic travelling between Chatswood and Roseville

- Extra right turn lane instead of median strip - Hill Street to Archer Street on Boundary Street.

- Realign lane markings and re-profile Hill Street to improve sight lines at Hill Street/Boundary Street intersection.
- Designate Hill Street a one way street northbound.
- Restrict traffic transiting Hill Street to local traffic only.

RMS response

Hill Street is a local road that falls under the care and control of Ku-ring-gai Council, thus delineation/re-alignment/changing traffic priority on this road is a matter for Council.

An extra right turn lane into Archer Street from Boundary Street will not be able to be accommodated.

It is proposed Hill Street will generally remain at the same grade; however RMS can investigate whether any improvement existing to grade can be incorporated during detailed design.

10.2. Congestion and access implications for Roseville residents north of Boundary Street

- Increased danger from diverted traffic to Roseville school children on Archbold Road, Bancroft Avenue and Victoria Street.
- Install no right turn at the Wandella Avenue/Boundary Street intersection.
- Redesign Archbold Road/Boundary Street intersection.
- Install lights at Spearman Street/Boundary Street intersection.
- Increased congestion on Wandella Avenue.
- Install lights or redesign the Bancroft Avenue/Archbold Road intersection.

RMS response

Installing a right turn restriction into Wandella Street would further reduce access amenity for local residents, however this will be discussed with Ku-ring-gai Council.

RMS has no plans to signalise any new intersections within the Roseville area.

10.3. Pacific Highway/Clanville Road intersection.

- Improve Clanville Road/Pacific Highway1 intersection (green right turn arrow on Pacific Highway northbound to Clanville Road and southbound from Pacific Highway into Shirley Road).

- Additional congestion from diverted traffic at the Clanville Road/Pacific Highway intersection.
- Widen Clanville Road overbridge.
- Roundabout needed at Clanville Road/Hill Street intersection.

RMS response

Any works at the intersection of Pacific Highway and Clanville Road are not within the scope of this project; however resident/Council concerns with this intersection will be raised and forwarded onto Transport for NSW (TfNSW).

10.4. Boundary Street

- Extend widening of Boundary Street beyond Archer Street east to Clermiston Avenue.
- Consider a westbound bus lane on Boundary Street.
- Improve bus stop conditions at Spearman Street on Boundary Street.
- Land resumption queries.
- Address flooding issues on Boundary Street near Spearman Street.
- Construct a tunnel to Epping from Archbold Street.

RMS response

The bus stop on Boundary Street at Spearman Street is a standard bus zone. Provision of a bus shelter or other accompanying street furniture in support of this facility would be a matter for Ku-ring-gai Council to investigate.

Provision of a westbound bus lane on Boundary Street falls outside the scope of this project, and will be raised with TfNSW to investigate.

The request for a tunnel between Archbold Street and Epping falls outside the scope of this project

10.5. Issues for cyclists and pedestrians.

- Build "rail trail" path for pedestrians and cyclists on the widened railway bridge from Hill Street to Gibson Avenue.
- Pedestrian safety needs improving at Boundary Street/Archbold Street intersection.

- Suggestions to extend the cycle path up Hill Street.
- Median pedestrian safety island needed on Boundary Street between Clermiston Avenue and Archer Street.
- East/west pedestrian crossing needed at Hill Street on the north side of Boundary Street.
- A signalised pedestrian crossing requested on the north leg of the Pacific Highway/ Boundary Street intersection.
- The footpath on the western side of Archer Street to be widened and shared.

RMS response

Provision of rail trail bicycle route/pedestrian/cycleway overbridge falls outside the scope of this project and is a matter for TfNSW.

Pedestrian facilities at Boundary Street/Archbold Street intersection are not in the scope of this project; however any details of the issues could be investigated.

Provision of a cycle path along Hill Street is a matter for Ku-ring-gai Council to investigate with regard to local bike plan connections; however grades and limited space would be an issue.

A median pedestrian safety island on Boundary Street between Clermiston Avenue and Archer Street is outside the scope of this project, however would not be supported as it would discourage people from crossing at signals. Any upgrade of Boundary Street at this location could investigate improving facilities for pedestrians to cross, such as refuges or pedestrian signals. Unless Boundary Street is widened, the constrained width of Boundary Street would not enable a pedestrian refuge to be provided.

Provision has been made for pedestrians in the proposed left in/out traffic island on Hill Street.

Based on pedestrian counts at the intersection of Pacific Highway and Boundary Street, the proposed intersection configuration adequately caters for pedestrian movements, therefore a marked crossing on the northern leg of the intersection will not be provided. Providing this leg will also reduce efficiency.

Widening the footpath on the western side of Archer Street would be a proposal for Council to investigate in the first instance with regards to local bike plan connections. During detailed design RMS will liaise with Council in regards to their proposed bike plan, and where feasible endeavour to provide a link to this.

10.6. Boundary Street/Archer Street intersection

- Make the Boundary Street/Archer Street intersection a grade separated intersection for traffic.
- Dedicated left turn lane needed on the western side of Archer Street at Boundary Street.
- Additional left only lane suggested for Boundary Street westbound to Archer Street.
- Restricted times for the bus lane in Archer Street.
- Widen Archer Street between William Street and Boundary Street

RMS response

A grade separated intersection at Archer/Boundary Street is outside the scope of this project. It is unlikely that a grade separated crossing could be justified at the current time.

Widening of Archer Street and provision of bus lanes falls outside the scope of this project, and will be raised with TfNSW to investigate.

10.7. Consultation

- A wider area needed for distribution of letter box drops and brochures.

RMS response

The distribution zone was reviewed and increased following the release of the initial Community Update in November 2012. All subsequent information relating to the Boundary Street upgrade is now delivered to a delivery zone of approximately 9,500 residents and businesses in and around the Roseville area.

11. Summary

Over 63 per cent of submissions received during the consultation period came from residents in the Roseville area north of Boundary Road and west of the Pacific Highway. Access to and from Roseville and movement between their residences to the Pacific Highway and the Chatswood precinct drew the largest proportion of the comments contained in the submissions.

Analysis of the 178 submissions received indicates the majority of respondents recognise there are problems with congestion on Boundary Road and agreed in principal with the proposed changes. Many residents qualified their remarks with concerns they had about the flow on effects some of the changes will have to the Roseville area and surrounding community.

Four of the proposed changes drew the most comment in submissions. These were: -

- a) changing Hill Street to left in/left out.
- b) stopping the right turn from Boundary Street westbound into Hill Street.
- c) changes to the Corona Avenue/Pacific Highway intersection, and
- d) the extension of the right turn only lane eastbound on Boundary Street into Archer Street.

Residents in Roseville north of Boundary Street are concerned the proposed changes at Hill Street will compound problems they are already experiencing with access to and from this area, notably via the Clanville Road/Pacific Highway intersection and the Archbold Road/Boundary Street intersection.

The most frequent comments made about the Pacific Highway/Clanville Road intersection is the lack of green arrows to facilitate safe turning from the highway, the narrowness of the railway bridge and the congestion caused by the Hill Street/Clanville Road configuration.

The other main exit from this area by residents is to travel east to one of the cross streets which then access Boundary Street such as Wandella Avenue. This involves travelling on residential streets often in close proximity to schools on Bancroft Avenue and Archbold Road. Residents feel this will create added congestion and loss of amenity in these streets and increase danger to school children.

Residents in Roseville west of the Pacific Highway suggest altering the Pacific Highway/Corona Avenue intersection to allow traffic to transit directly from Boundary Street across to Corona Avenue. These residents feel it would be safe if the left hand right turning lane on Boundary Street was altered to a combination straight ahead or right arrow. The reasoning is this would be a safer option than the existing Maclaurin Parade access to the area.

The extension of the right turn lane on Boundary Street into Archer Street drew a lot of criticism from commuters travelling from Hill Street onto Boundary Street and then into Archer Street. They feel they will be disadvantaged because they will now be crossing two lanes of traffic to access the extended right turn lane which they feel will be difficult to get into if cars are banked back from Archer Street. A number of people suggested having a 'keep clear' sign adjacent to Hill Street in the right turn lane and phasing the lights at the Pacific Highway/Boundary Street intersection with the Boundary Street/Archer Street intersection to allow traffic to clear sufficiently for these drivers to access this lane safely.

There were a number of residents on Boundary Street who expressed concern about construction impacts, added noise from traffic, loss of property value and loss of amenity. The

residents of Ku-ring-gai Court on the corner of Hill Street and Boundary Street, a heritage listed apartment building, request dilapidation surveys to be undertaken and noise mitigation measures be put in place prior to construction. They feel the proposed shared bicycle and pedestrian pathway is going to have an impact on their privacy. They also are concerned about the landscaping that is proposed as there are established trees existing in front of the building and would like these to be retained. One of these trees on the Hill Street side is a palm which one of the residents requested be removed and replanted elsewhere.

Members of the community, cyclists, Ku-ring-gai and Willoughby councils suggest that better solutions could be found to promote cycling and pedestrian activity utilising the railway bridge to build a path that would be grade separated over Boundary Street. These respondents also suggested the western side of Archer Street needs to be widened and there should be a signalised pedestrian crossing on the eastern leg of the intersection.

Sections nine and ten of this report provide a more detailed explanation of each of the issues raised by the community during the consultation phase.

Appendix

Graphical analysis

Figure 1 Graph indicating community response to the proposal.

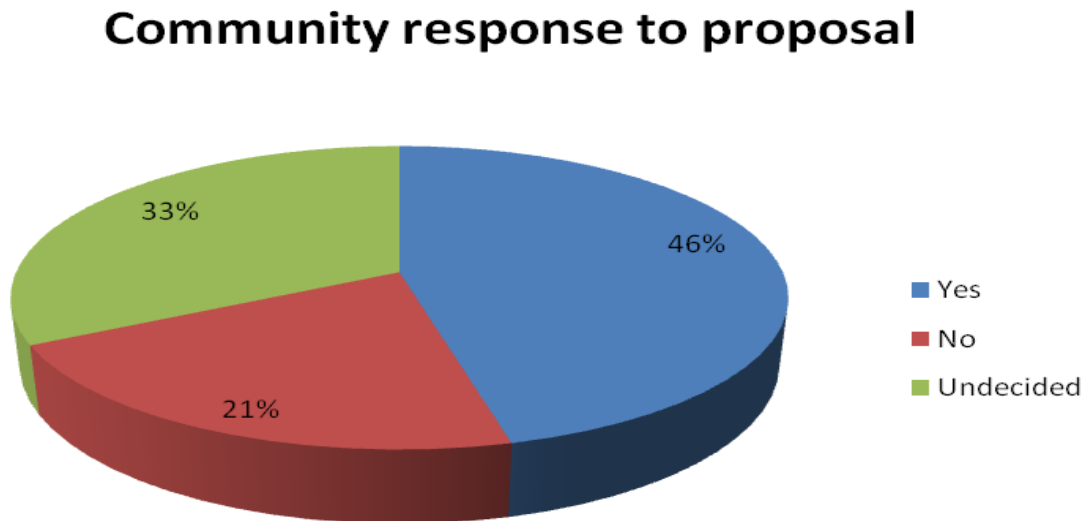


Figure 2 Graph indicating response by suburbs

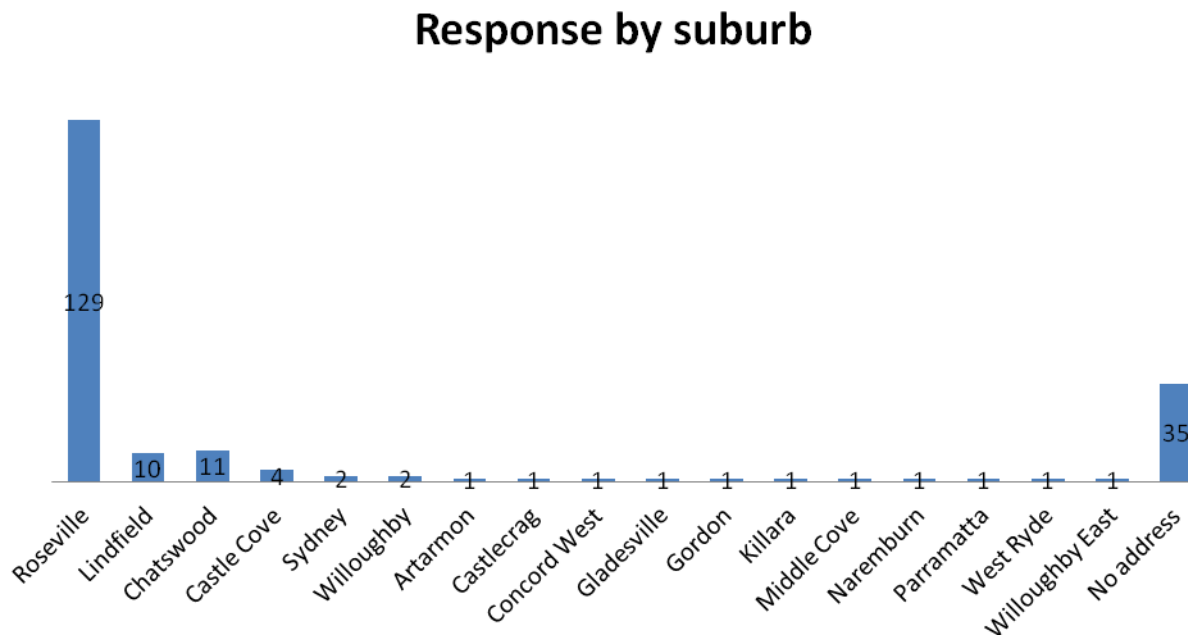
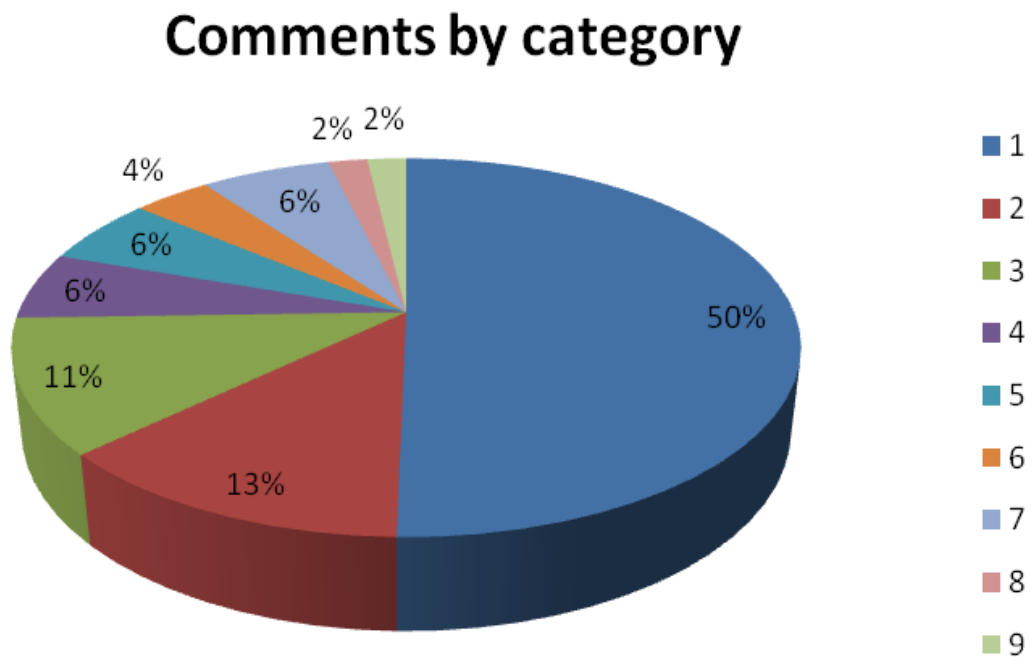
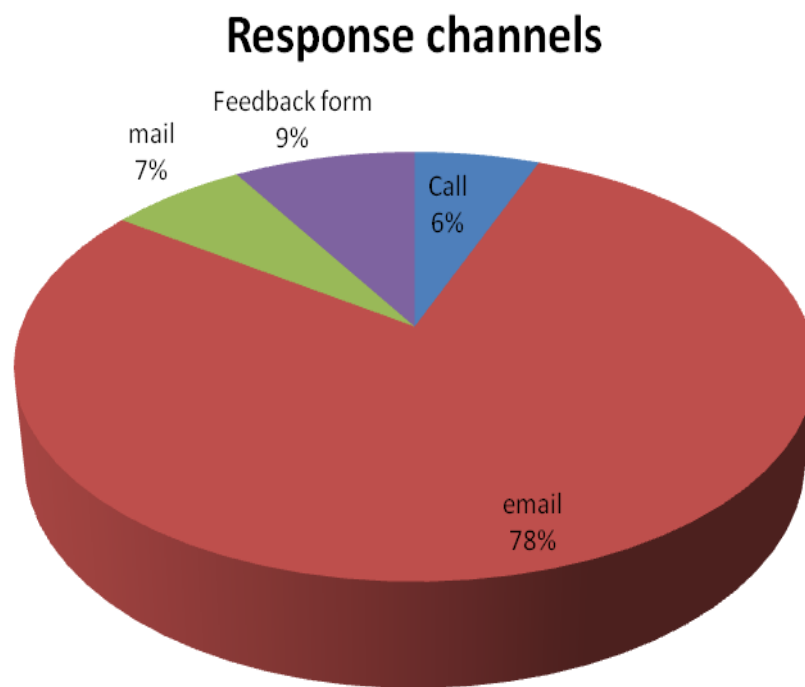


Figure 3 Graph indicating the number of comments by category



1. Hill Street converted to left in/left out access.
2. Corona Avenue converted to Left in/left out.
3. A shared pedestrian/bicycle path on Boundary Street between Hill Street and Archer Street.
4. Signalised crossing facilities for both pedestrians and cyclists across Boundary Street at Archer Street.
5. Two dedicated left turn and two dedicated right turn lanes from Boundary Street into Pacific Highway.
6. Two dedicated through lanes from Pacific Highway to Archer Street.
7. A dedicated right turn lane from Boundary Street into Archer Street.
8. An embankment or retaining wall on the northern side of Boundary Street.
9. Landscaping and urban design in consultation with Ku-ring-gai Council and Willoughby Council.

Figure 4 Graph indicating response channels



Map indicating proposed changes



Map showing distribution zone for information materials

