

**Andrew Beattie - MP09\_0049 MOD 1 - M2 Motorway Upgrade MOD 1 - Lane Cove Road On-Ramp - Ku-ring-gai Council submission**

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**Date:** 9/7/2012 11:32 AM  
**Subject:** MP09\_0049 MOD 1 - M2 Motorway Upgrade MOD 1 - Lane Cove Road On-Ramp - Ku-ring-gai Council submission  
**Attachments:** Submission - Lane Cove Road On-Ramp - MP09-0049 MOD 1.pdf

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Dear Andrew,

Please find attached Ku-ring-gai Council's submission to the proposed Lane Cove Road On-Ramp to the M2 Motorway.

If you have any questions regarding council's submission, please contact me on the number below, or by return e-mail.

Regards,

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*Ku-ring-gai: Sydney's green heart*

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Ku-ring-gai Council submission to  
Modification Request for M2 Motorway Upgrade  
Lane Cove Road On-Ramp  
MP09 - 0049 MOD 1

This is Ku-ring-gai Council's submission to the proposed Lane Cove Road On-Ramp.

It is considered that there are merits in providing the proposed on-ramp, particularly for those Ku-ring-gai residents who would otherwise have to travel further southerly on Lane Cove Road then Epping Road to join the M2 Motorway (City bound).

However, Council would like to raise the following issues and concerns for the Department's consideration.

#### Traffic

On p10 of the Environmental Assessment (EA), objectives identified in the M2 Upgrade which are relevant to this proposal include (but not limited to):

- Improved reliability and safety for local and regional traffic;
- Improved travel times by reducing congestion during peak periods for the benefit of local and regional traffic;
- Travel time savings;
- Relieve traffic pressure on surrounding local traffic routes;
- Provide opportunities to improve road-based public transport.

This generally contradicts other information in the EA, where traffic volumes on Ryde Road, Yanko Road and Lady Game Drive are expected to increase (pp31-34, Traffic and Transport Impact Assessment) as a result of this route becoming more attractive. Traffic on Ryde Road (travelling southerly towards Macquarie Park) during the weekday morning peak regularly queues back past West Gordon Public school and often the the Pacific Highway/Mona Vale Road/Ryde Road interchange.

While the overall Level of Service of the intersection of Ryde Road with Lady Game Drive and Yanko Road are expected to deteriorate marginally (p37, Traffic and Transport Impact Assessment), this will have significantly higher impacts on the side roads (i.e. Lady Game Drive and Yanko Road) particularly in the am peak. This would result in increased delays and queue lengths and therefore travel time for vehicles travelling on Lady Game Drive and Yanko Road towards Ryde Road. Ku-ring-gai Council will be placed under further

pressure from its residents to address delays, congestion and amenity on its roads as a result.

There are also concerns that the Pacific Highway/Mona Vale Road/Ryde Road interchange is already heavily congested during peak periods, and that it may not be able to cope with the additional traffic (see pp54-55, Environmental Assessment) drawn through the right turn movement from Pacific Highway into Ryde Road. Consideration may need to be given to increasing the right turn bay capacity to cater for additional demand.

### Public Transport

Increased traffic delays on side roads to Ryde Road (i.e. Lady Game Drive and Yanko Road) are expected to further impact on the efficient operation of bus services utilising these roads, as well as Ryde Road itself. Currently, these services are directly impacted by significant congestion, delays and queue lengths on Ryde Road, Lady Game Drive and Yanko Road in the am peak.

These bus services include:

- 545 - Macquarie to Chatswood (via West Lindfield, Lindfield & UTS) – operated by Shorelink/Transdev;
- 562 - Gordon to Macquarie University – operated by Shorelink/Transdev;
- 560 - Gordon to West Pymble – operated by Shorelink/Transdev;
- 572 - Macquarie University to Turramurra Pymble – operated by Shorelink/Transdev;
- 575 - Macquarie University to Hornsby (via Hornsby Hospital & Turramurra) Pymble – operated by Shorelink/Transdev (this is a Strategic Bus Corridor service); and
- 196/197 - Mona Vale to Macquarie University (via Terrey Hills/St Ives/Gordon Station) – operated by Forest Coach Lines (this is also a Strategic Bus Corridor service).

All these bus services were not identified in the EA or the Traffic and Transport Impact Assessment, nor were the impacts on their operation considered.

There are also am peak school services which travel on Ryde Road and other nearby local roads which would be impacted by increased traffic and delays through West Pymble.

Through the Ku-ring-gai Integrated Transport Strategy, Council supports the following vehicular traffic management objectives:

1. Improve the operation of the road network via targeted infrastructure and traffic management measures;

2. Reduce the volume of inter-regional traffic through Ku-ring-gai;
3. Increase bus priority on main roads;
4. Reduce levels of congestion and improved amenity in town centres and residential areas;
5. Reduce the number and severity of vehicle crashes.

While the proposal would address objective 1 and partly address objective 2, 4 and 5, the proposal would not address the issue of bus priority. In fact, the Ku-ring-gai Integrated Transport Strategy (ITS) has identified the need for improved bus priority measures at critical locations, and articulate this need to higher levels of government. The locations recommended for bus priority improvement include (but not limited to):

- Ryde Road, in the vicinity of Lady Game Drive and Yanko Road; and
- Pacific Highway/Mona Vale Road/Ryde Road intersection, particularly for access to Gordon.

While not forming part of this proposal, impacts to bus services should be considered and bus priority measures should be included on Ryde Road, at the intersection with Lady Game Drive and at the intersection with Yanko Road in short term actions in any future infrastructure provision, such as in the Transport for NSW's Long Term Transport Masterplan. Furthermore, priority should be given to completing the F3 to M2 link, to reduce pressure on Pacific Highway and Ryde Road.

### **Pedestrians**

Ku-ring-gai Council would strongly oppose the proposal to close pedestrian access on the southern/eastern side of Lane Cove Road (between Fontenoy Road and Talavera Road).

Ku-ring-gai Council has recently spent several hundred thousand dollars upgrading the road shoulder in Lady Game Drive (approaching Ryde Road) and constructing a wide footpath on the eastern side of Ryde Road between Lady Game Drive and De Burghs Bridge, to improve pedestrian and informal cycle connectivity to Macquarie Park. Council has previously been in contact with Ryde City Council, with a view to formalising the connection on the Macquarie Park side of the connection.

Closing pedestrian access on the southern/eastern side of Lane Cove Road would interrupt the continuity of access (particularly if the destination is on the southern/eastern side of Lane Cove Road), as well as jeopardise any plans Ryde City Council may have for improving pedestrian and cycle connectivity in the area.

The proposed detour is considered to be significant in terms of pedestrian travel times. Faced with this additional delay, pedestrians are likely to try to

take the shortest travel path anyway, which would be across the proposed on-ramp and past the existing on-ramp.

The statement that it is unclear whether the No Pedestrians and No Cyclists signs (currently at the start of the entry ramp) apply to pedestrians/cyclists using the ramp or attempting to cross (p40, Traffic and Transport Impact Assessment) it is somewhat disingenuous by Transurban, who are the operators of the motorway. The M2 Motorway is currently a restricted access motorway and the signs are there to prevent pedestrians/cyclists using the ramp and accessing the motorway during the M2 upgrade works.

Pedestrian facilities could be accommodated in the same way as they are currently accommodated across the westbound entry ramp to the M2 Motorway, or alternatively through traffic signal control. It is likely that existing pedestrian numbers are low on the southern/eastern side of Lane Cove Road between Fontenoy Road and Talavera Road due to a lack of footpath and crossing facilities, and completing the missing sections of footpath on the Ryde LGA side as well as formal pedestrian crossing facilities, would encourage better connectivity.

### **Cyclists**

For similar reasons to *Pedestrians* (above), the proposal to close cycle access on the southern/eastern side of Lane Cove Road (between Fontenoy Road and Talavera Road) is strongly opposed by Ku-ring-gai Council.