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Andrew Beattie - Lane Cove Road M2 additional on-ramp proposal

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Date: 8/22/2012 6:46 PM
Subject: Lane Cove Road M2 additional on-ramp proposal

These comments are about the plan to construct an additional on-ramp to the M2 from Lane Cove Road.

Good points

This connection will be a useful connection between the radial M2 metroad and the peripheral M3 metroad

This connection will make it easier for long-distance car, bus and truck traffic to travel from Pymble to Sydney without using the Pacific highway south of Pymble.

This connection will remove some traffic travelling from the M3 to the M2 from the extremely congested area near the McDonalds, and also from the congested intersection of Wicks Rd and Epping Road.

This connection will make it easier to proceed from the M3 (from the north) to the cemetery and commercial area in Delhi Road.

Bad points

This connection will operate in one direction only. There will be no connection in the opposite direction. This will be confusing to some road users and bad from the point of the "legibility" of the road network.

The above point will be exacerbated because of the incomplete nature of the connection between the M2 metroad and the M3 metroad which were promoted as legible routes for non-Sydney residents.

It is rather suspicious that the promotion mentions time savings in the PM peak. What is the indicative time saving in the AM peak. As the direction of this connection is fundamental in the direction of being towards the CBD, surely this is the key criterion ? Is something being "covered up" here ?

Price. The price seems excessive. The fee is 1/3 of the total fee to use the 20 km motorway, to use a new ramp which is what about 400 metres long. The price cannot be justified on a per km basis, nor on a proportional basis, nor on a time-saved basis. Particularly when a big-directional route does not exist. How is this toll calculated ? A more appropriate toll would be about \$1.

The benefit of this ramp in removing some congestion from that part of Lane Cove Road and Epping Road, will fall short of its potential benefit if the toll is excessive and discourages people from using it. To maximise its use, the toll should be set to a level where even relatively stingy people will use it. Unless people value the time saved at well over \$20/hr, they may not use it.

This plan does nothing to improve the planning disaster of the road network at North Ryde. The road layout is appalling. To see this, consider a person from West Pymble who visits the OfficeWorks shop on Epping Road. How can that person return to West Pymble, answer, they can't, without going about 10 km out of their way or making an illegal U-turn. There should be some way to address this.

In relation to the previous point, the section of old Pittwater road between Wicks Road and Lane Cove road should be re-opened. In addition, there should be an off-ramp from the M2 to Wicks road, where the M2 crosses Wicks Road. A connection from the M2 (westbound) to the M3 (northbound) can then be made by exiting the M2 onto Wicks road, travelling on Wicks road under the M2 bridge, then on the re-opened section of the 200-year-old Pittwater Road, to Lane Cove road and a traffic light which can be integrated with the light current present at the intersection of Lane Cove road, Fontenoy

Road and the big gardening and outdoor furnitur store.

Thats all the comments I have now. Maybe more later.

regards

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