



PROPOSED UPGRADING OF BOUNDARY STREET, ROSEVILLE

An Invitation to Comment

The volume of traffic passing through the area and the development of Chatswood commercial centre are causing serious traffic congestion and safety problems on the roads around Chatswood. An improved road system is seen to be essential to improve safety and reduce travel times

The Department of Main Roads, the Department of Planning and Willoughby and Ku-ring-gai Municipal Councils, are jointly examining road improvement proposals.

The Department of Main Roads presents this brochure to advise you of options being considered for Boundary Street between the Pacific Highway and Eastern Valley Way. We seek your views to help the Department in the selection of a preferred option.

Public Exhibitions

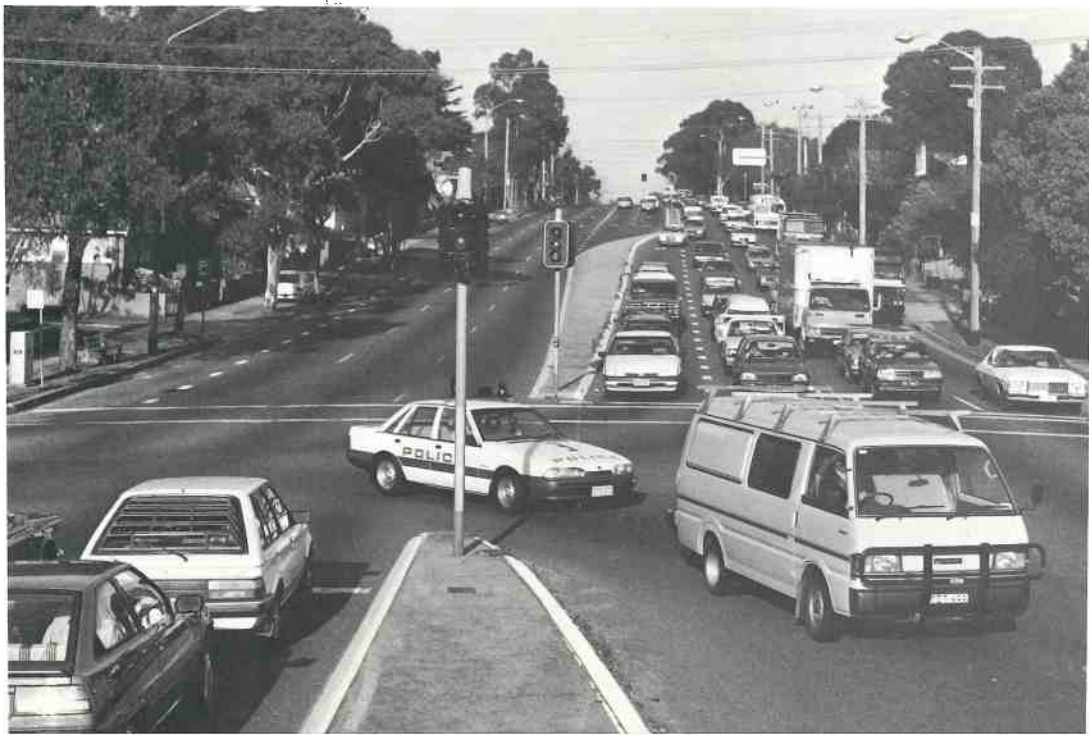
Plans and photographs showing greater detail will be displayed at:

Willoughby Council Library at 407 Victoria Avenue, Chatswood and Ku-ring-gai Council Chambers at 818 Pacific Highway, Gordon between 23 November and 23 December, 1988.

Departmental officers will be at Ku-ring-gai Council Chambers, Gordon on Wednesday, 30 November, 1988 between 2pm and 4.30pm and Willoughby Council Library on Thursday, 1 December, 1988 between 2pm and 7pm. We invite you to discuss the proposals with them.

How You Can Help

You are invited to examine each of the options proposed. Please indicate your views regarding the proposals on the yellow sheet inserted in this brochure. You may nominate other alternatives and are welcome to provide any information which you may think may help in planning a better road. You will have a further opportunity to comment when the Department publicly displays an Environmental Impact Statement (EIS) for a preferred option.



COMPARISON

Options for Upgrading the Intersection of Penshurst Street/ Boundary Street/Archbold Road

CRITERIA	OPTION						
	A	B	C	D	E	F	G Do Nothing
Estimated Cost (\$million)	19	25	20	6	12	15	nil
Preliminary Benefit/Cost Ratio	2.6	1.3	1.0	5.7	Below 1	Below 1	-
Traffic Flow Improvement *	High	High	Mod	High	Fair	Fair	Nil
Indicative Intersection delay rate (hrs/hr)	25	45	75	40	195	260	Very High
Safety Improvement *	High	Medium	Medium	High	Fair	Fair	Nil
Improvement to cyclist safety	Medium	Moderate	Fair	Fair	Moderate	Fair	Nil
Acquisitions full property	27	38	10	5	21	4	Nil
part of property	11	27	31	12	18	22	Nil
Ultimate loss of residences	8	6	2	4	4	1	Nil
Increase in noise affected properties	7	11	57	51	7	107	Nil
Increase in traffic affected properties	-	-	-	43	-	95	-
Properties with view affected	15	14	45	-	4	-	-
Loss of property accessibility *	Minor	Fair	Minor	Moderate	Minor	Moderate	-
Construction period (years)	4	3	3	1	2	3	-
Disruption to traffic during construction	Medium	Medium	High	Minor	Fair	Minor	-
Effect of construction on local community	Medium	Medium	High	Fair	Medium	Medium	-
Improvement to pedestrian amenity	High	Fair	Moderate	Reduced	Minor	Reduced	-

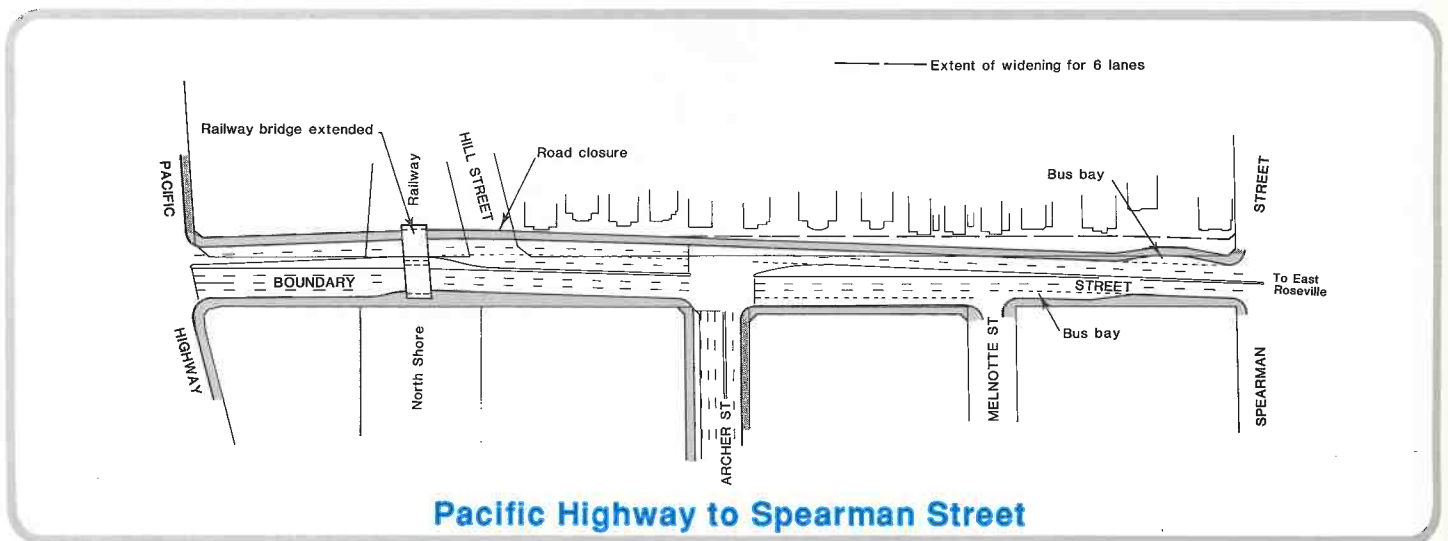
* Rating - High, Medium, Moderate, Fair, Minor

The Study so Far.

In 1987 the Traffic Authority of NSW and Willoughby Municipal Council commissioned Colston Budd Wardrop & Hunt Pty Ltd to undertake a comprehensive study of Chatswood's future growth. The study was designed to assess amongst other matters, future arterial road needs. The study highlighted worsening congestion on Boundary Street. The need for prompt intersection upgrading at Pacific Highway, Archbold Road, Archer Street and Penshurst Street was indicated.

Pacific Highway to Spearman Street.

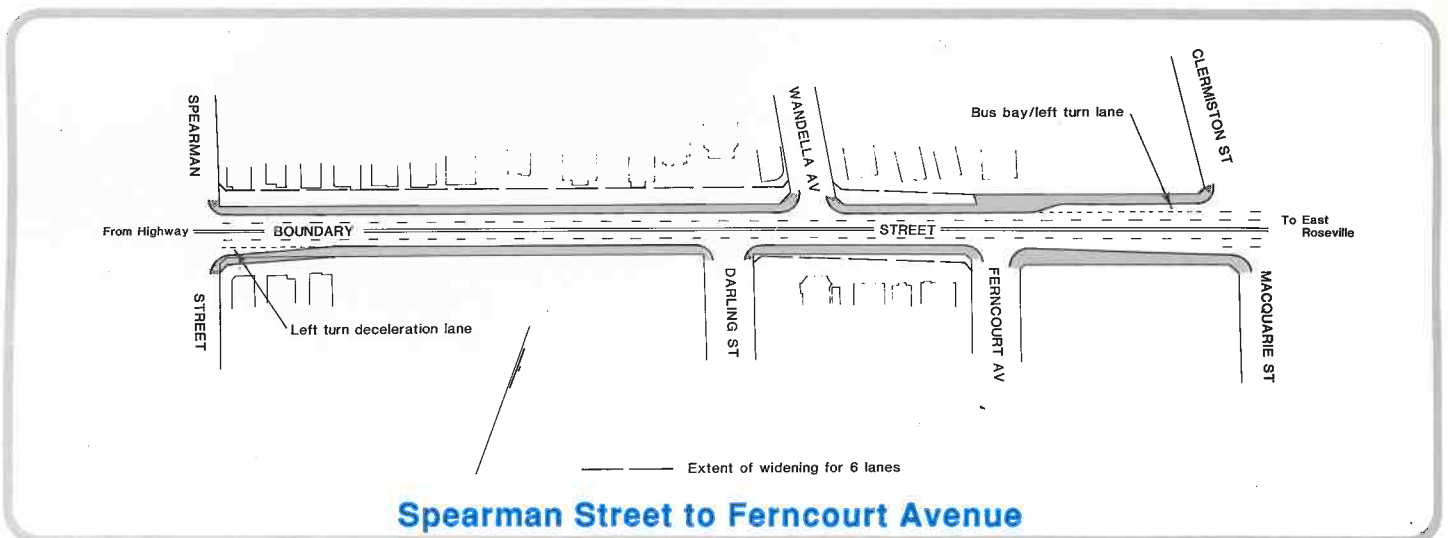
The most viable proposal that has been developed for this section would involve widening Boundary Street to six lanes and providing turning bays at the Pacific Highway and Archer Street. Some widening of Archer Street would be required at its junction with Boundary Street. The rail overbridge on Boundary Street would be extended to the north with one additional span as shown in the plan below.



Spearman Street to Ferncourt Avenue.

There are two clear alternatives in this section. The long-standing proposal has been to widen Boundary Street on the northern side to provide a six lane carriageway. This proposal would allow some parking on Boundary Street and would enable right turn bays to be provided. The alternative is to retain

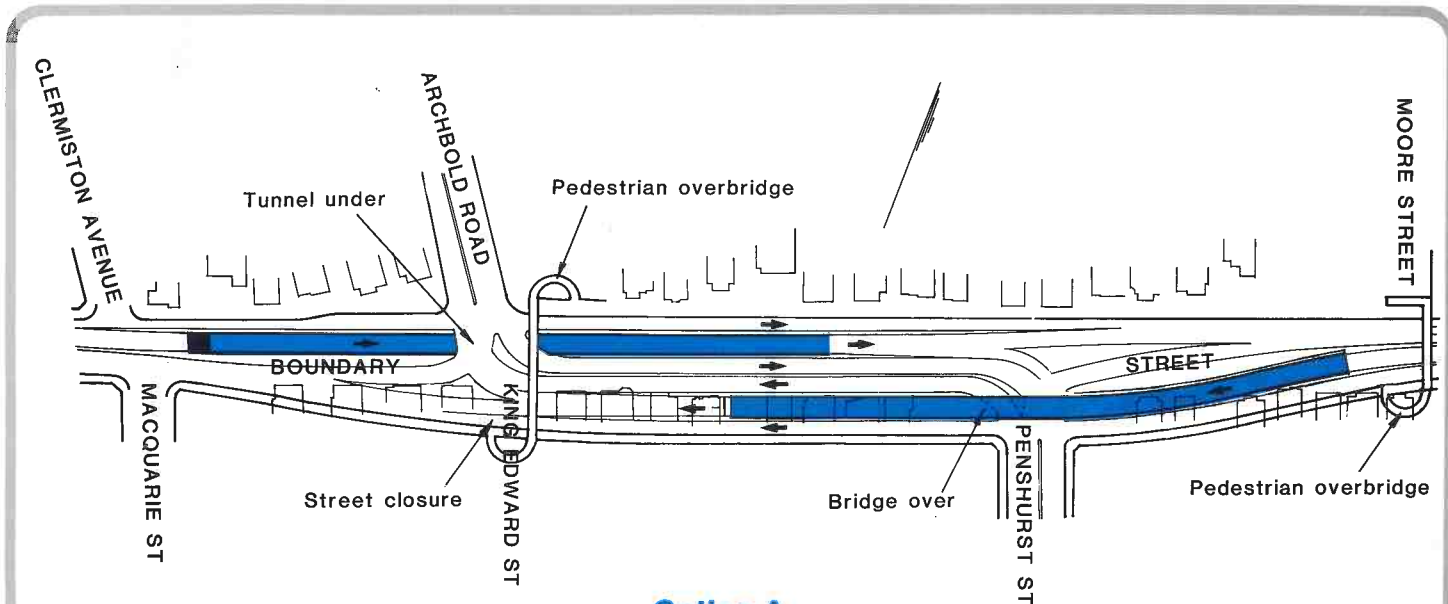
Boundary Street at its four lane width and avoid substantial property affects. This alternative would require a continuation of existing parking limitations on Boundary Street and a banning of right turn movements into and out of local streets. The plan below shows both of these alternatives. A comparison is also given in this brochure.



The Options for Penshurst Street/Boundary Street/Archbold Road

A Department of Main Roads project team has developed six options for the upgrading of Boundary Street between Ferncourt Avenue and Moore Street. These options are designed to overcome the

bottleneck between Archbold Road and Penshurst Street. The options (A to F) are illustrated in this brochure and a comparison of options is provided.

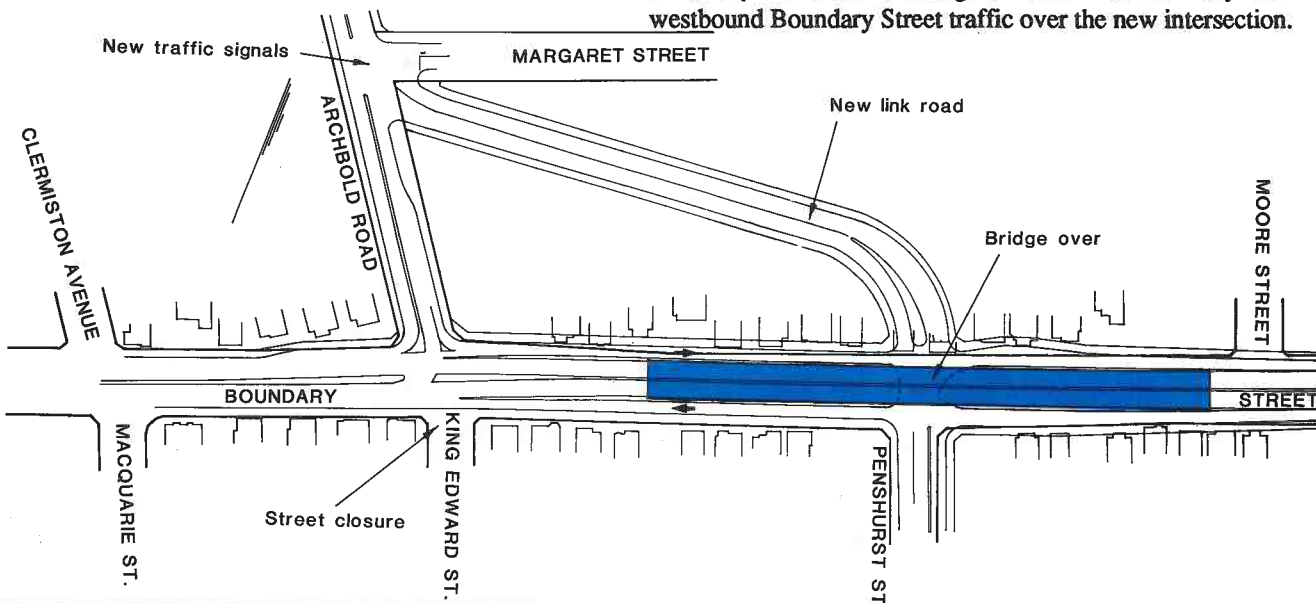


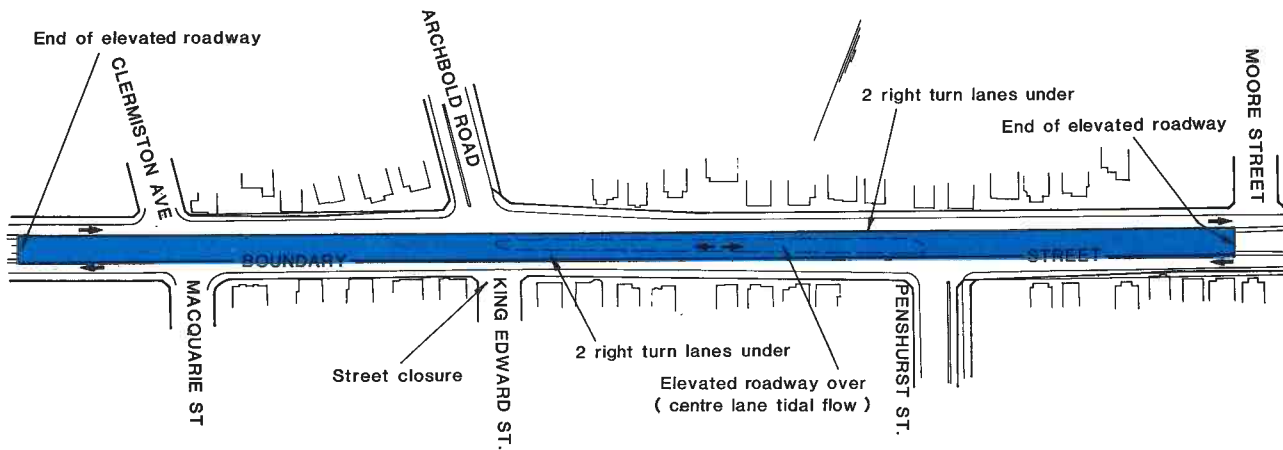
Option A

This would involve the construction of two bridges. At the junction of Archbold Road with Boundary Street an underpass would carry eastbound Boundary Street traffic under the signalised junction. At the Penshurst Street-Boundary Street junction an overbridge would carry westbound Boundary Street traffic over the Penshurst Street junction which would remain signalised. Two pedestrian overbridges would be provided across Boundary Street and King Edward Street would be closed at Boundary Street. Widening would be limited to Penshurst Street, Archbold Road and the southern side of Boundary Street.

Option B

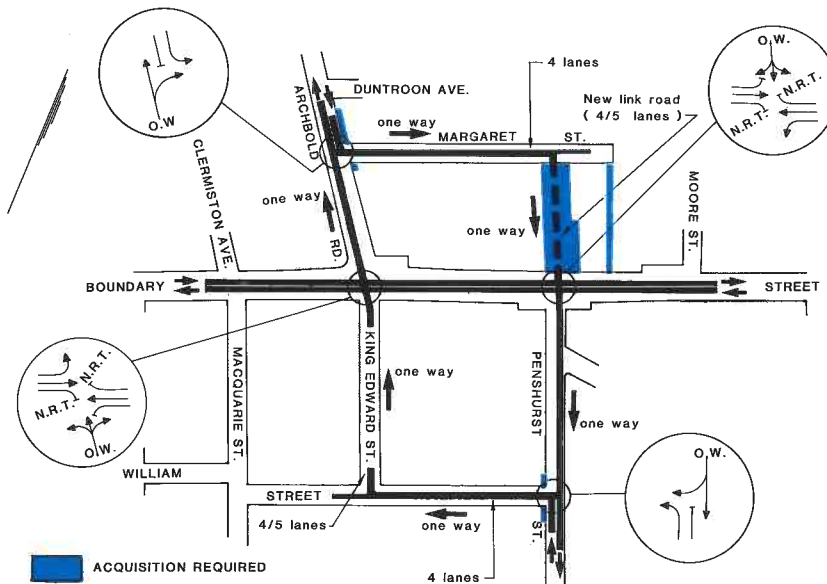
This would involve the construction of a new link road from the Margaret Street/Archbold Road junction to Boundary Street at Penshurst Street. At the new four-way intersection created at Boundary Street an overbridge would be built to carry east and westbound Boundary Street traffic over the new intersection.





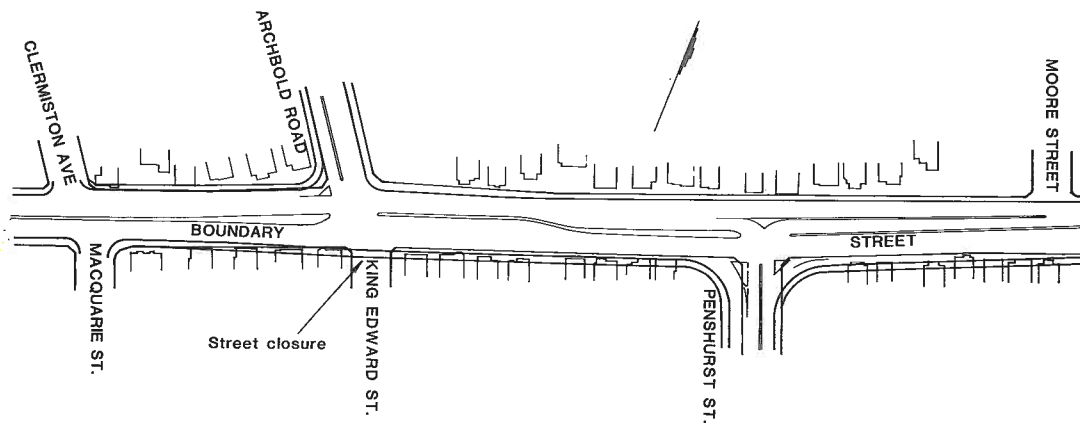
Option C

This would involve building an elevated two lane, two way roadway along Boundary Street from west of Archbold Road to east of Penshurst Street. A line of piers would support the bridge along the centre of Boundary Street. Sufficient width would be provided to allow for three lanes in the future if required. It would probably be necessary to divert traffic into William Street and King Edward Street during construction.



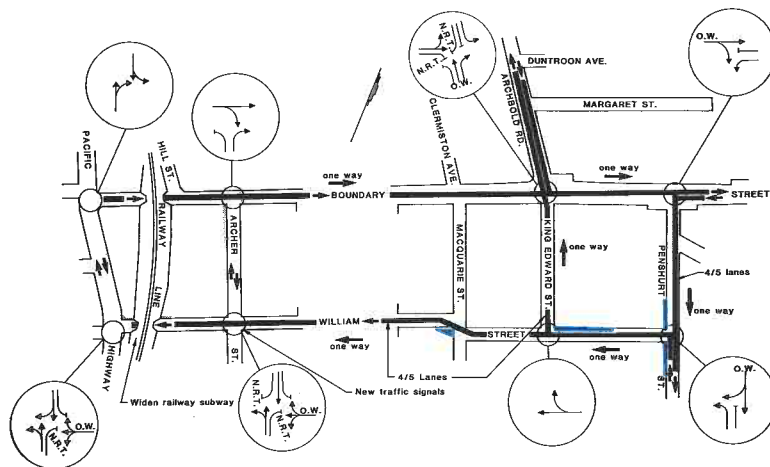
Option D

This option would involve two one-way street systems. William Street and King Edward Street would be one-way northbound. Margaret Street and Penshurst Street (extended to Margaret Street) would be one-way southbound. Right turning movements from Boundary Street into Penshurst Street and Archbold Road would be banned.



Option E

This would involve upgrading the existing intersections particularly at the junction of Penshurst Street with Boundary Street. Widening would be necessary on the south side of Boundary Street and in Penshurst Street to create a channelised intersection with a 'seagull' layout.



Option F

Boundary Street would be one-way eastbound and William Street would be one-way westbound. Widening in Boundary Street would not be necessary. Penshurst Street would be one-way southbound between Boundary and William Streets and King Edward Street would be widened with one-way traffic northbound.

Option G is the "Do-Nothing" Option

Essentially retains the existing layout. There is little scope for traffic improvements or further traffic signal coordination. The traffic congestion and delays would be expected to continue and become worse.

COMPARISON

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Safety Improvement *	High	Medium	Medium	High	Fair	Fair	Nil
Improvement to cyclist safety	Medium	Moderate	Fair	Fair	Moderate	Fair	Nil
Acquisitions full property	27	38	10	5	21	4	Nil
part of property	11	27	31	12	18	22	Nil
Ultimate loss of residences	8	6	2	4	4	1	Nil
Increase in noise affected properties	7	11	57	51	7	107	Nil
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Properties with view affected	15	14	45	-	4	-	-
Loss of property accessibility *	Minor	Fair	Minor	Moderate	Minor	Moderate	-
Construction period (years)	4	3	3	1	2	3	-
Disruption to traffic during construction	Medium	Medium	High	Minor	Fair	Minor	-
Effect of construction on local community	Medium	Medium	High	Fair	Medium	Medium	-
Improvement to pedestrian amenity	High	Fair	Moderate	Reduced	Minor	Reduced	-

* Rating - High, Medium, Moderate, Fair, Minor

COMPARISON

Alternatives Spearman Street to Ferncourt Avenue

	Four Lanes	Six Lanes	Do Nothing
Estimated Cost (\$million)	0.3	4.3	Nil
Traffic Flow Improvement *	Fair	Medium	Nil
Safety Improvement *	Moderate	Medium	Nil
Improvement to cyclist safety	Minor	High	Nil
Acquisitions full property	Nil	5	Nil
part of property	6 (Minor)	21	Nil
Increase in noise affected properties	6	22	Nil
Increase in traffic affected properties	Nil	Nil	Nil
Properties with view affected *	Nil	Nil	Nil
Loss of property accessibility *	Moderate	Moderate	Moderate
Construction Period (Years)	1	3	-
Disruption to traffic during construction *	Medium	Moderate	-
Effect of construction on local community *	Medium	High	-

* Rating - High, Medium, Moderate, Fair, Minor

What Happens Next?

From this public consultation programme and technical studies a preferred road option will be developed. An Environmental Impact Study for this option and alternative options will be undertaken leading to preparation and exhibition of an Environmental Impact Statement(EIS) in accordance with the requirements of the Environmental Planning and Assessment Act. Under the Act, public submissions may be made. These must be considered as part of the assessment of the EIS. If the Environmental Impact Assessment process confirms the preferred option, the road improvements would be provided as funds became available. It is planned at this time that the EIS will be placed on exhibition in April, 1989.



PROPOSED UPGRADING OF BOUNDARY STREET ROSEVILLE

An Invitation to Comment

The Department of Main Roads is conducting a program of public consultation to inform you of options being considered for the upgrading of Boundary Street and to give you the opportunity to comment prior to planning decisions being made.

We welcome your opinion, or the opinion of the group you represent, to assist in the selection of a preferred option. Please return this form by Friday, 23 December, 1988 to the public exhibition venue, or to the Department of Main Roads, Sydney. (See addresses on the next page)

Your Comments:

1. Are there any advantages or disadvantages that the Department has not identified for each option?

Option	Additional Advantages	Disadvantages not Mentioned
A
B
C
D
E
F
G
Spearman Street to Ferncourt Avenue		
Four Lanes
Six Lanes

2. Is there an option the Department has not identified?

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3. Are there any other issues you feel should be investigated to help decide the best option?

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4. Which option (including any identified at 2 above) do you feel is the best option, and why?

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Name: (optional)

Address:

Community group represented (if applicable):

Responses may be left either at the public exhibition venues or posted to:

Rolf Lunsmann
Department of Main Roads
PO Box 51,
MILSONS POINT NSW 2061
Telephone (02) 923.7140

OR

David Corry
Department of Main Roads
PO Box 198,
HAYMARKET NSW 2000
Telephone (02) 218.6630

Please return your comments by 23 December, 1988.

Thank you for your assistance.