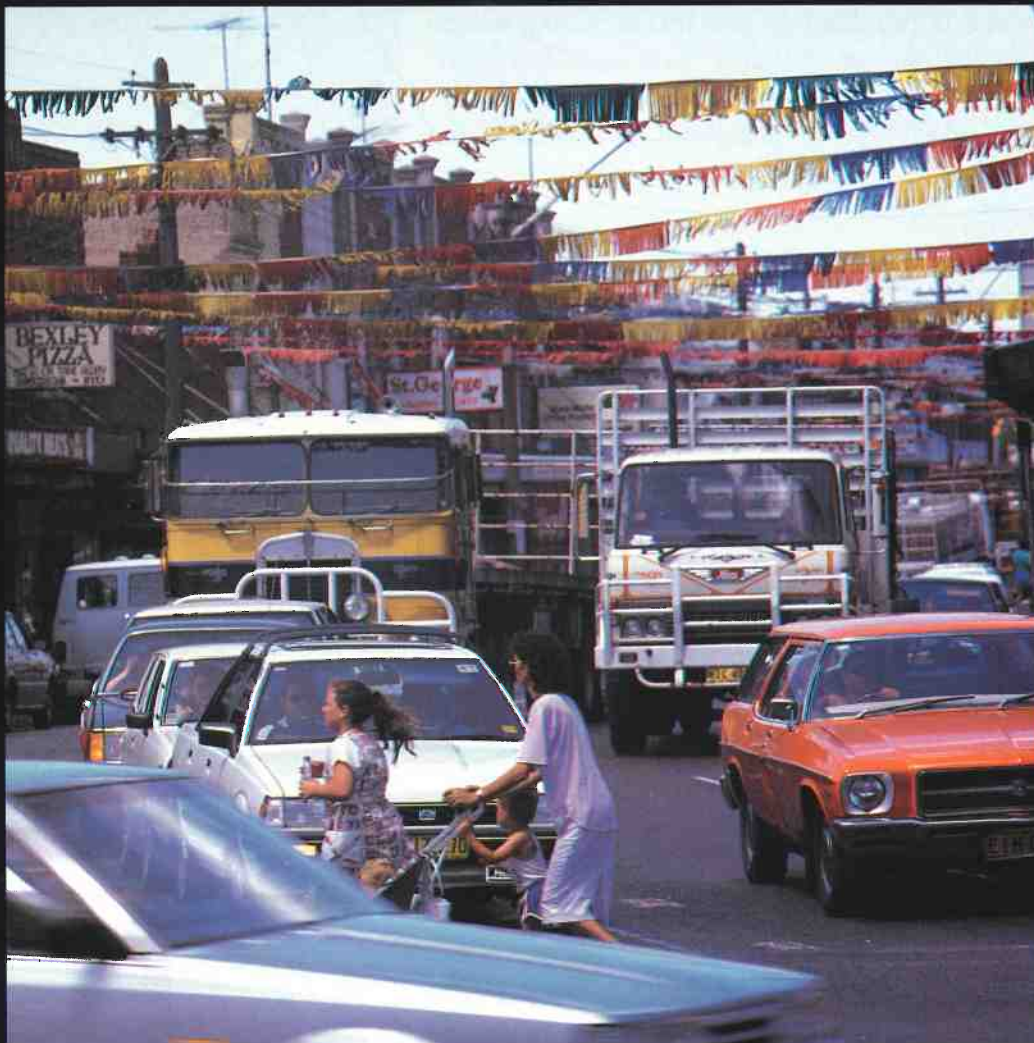


SOUTH WESTERN SYDNEY ROAD CORRIDOR STUDY

Analysis of Link Between King Georges Road,
Beverly Hills and Campbell Road, St Peters.



An Invitation to Comment



The Department of Main Roads invites your assistance in defining an improved road link between King Georges Road, Beverly Hills and Campbell Road, St Peters.

Purpose Of This Public Consultation Programme

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

How You Can Help

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 and 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

Public exhibitions will be held at Canterbury, Hurstville, Marrickville and Rockdale Municipal Council Chambers during September and October, 1988.

Officers from our Department will be at each exhibition venue as detailed on the display panel. Alternatively, you can discuss the proposals with Karl Mezgailis on telephone (02) 218 6849 or Annette Ross on telephone (02) 218 6545.

The Current Traffic Problem

Traffic generated by industry and suburban shopping centres in the Inner South Western region of Sydney causes many problems. These include traffic congestion on main roads, poor access between the industrial areas around Botany and the growing Liverpool and Campbelltown areas, reduced road safety and loss of amenity as heavy truck traffic uses roads through residential and shopping areas.

With predicted traffic increases from commercial, industrial and residential development, these problems will become worse unless improvements are made to the transport system/road network.

There is a particular need for additional road capacity in the South West Sector of Sydney between Liverpool and St Peters. The proposed F5 Freeway between Liverpool and Beverly Hills, as announced recently, will satisfy road needs in that area.

The Study Area

This public consultation programme is directed at the link between King Georges Road, Beverly Hills and Campbell Road, St Peters.



King Street, Newtown near Alice Street



Canal Road Bridge, Alexandria Canal, St Peters



Unwins Bridge Road and Railway Road, Sydenham



Stoney Creek Road, Beverly Hills near Gloucester Road

A road reservation has been in place since the early 1950s, between King Georges Road and St Peters. Part of the reservation was located along the Wollie Creek, east of Bexley Road. Following widespread community concern that the Wollie Creek Valley's bushland areas would be destroyed by a Freeway, the NSW Government announced on 5 August 1988, that this section of the road reservation had been permanently lifted, and this option for the future freeway construction abandoned.

What Would Happen if We Don't Do Anything?

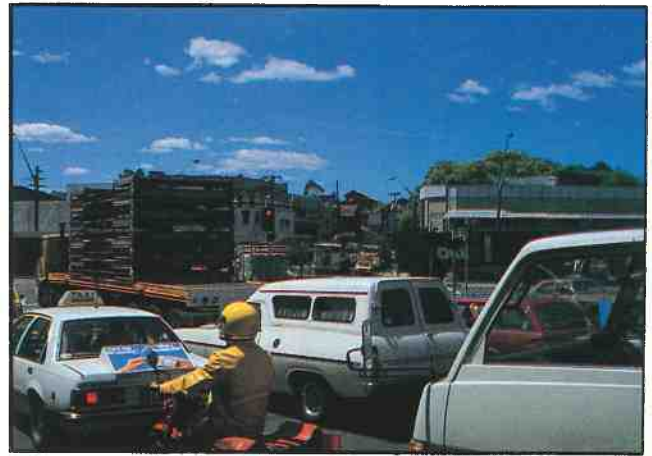
If no further road improvements were made:

- Increasingly severe traffic congestion would occur at many of the suburban shopping centres such as Rockdale, Bexley and Earlwood and for most of the length along Canterbury Road. This congestion would result in higher transport costs.
- The number of accidents would increase in the area, which already has one of the worst accident rates in Sydney.
- Further deterioration of the amenity of the area would occur and clearways would be required through shopping centres and along arterial roads.

Road Improvement Objectives

Desirable objectives for any road improvements in the area are:

- provide a high standard route for industrial and commercial traffic between Campbelltown/Liverpool and Alexandria and to intermediate industrial areas along the route
- reduce the level of traffic accidents
- improve the amenity of existing roads in the corridor
- lower transport costs for the community



The Seven Ways, Rockdale



Forest Road, Bexley near Harrow and Bexley Roads



The Grand Parade and Bay Street, Brighton Le Sands



Bexley Road Overbridge, Bexley North



Canterbury Road, Canterbury near Cooks River

Options Considered

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

A. Options Which Address Existing Trouble Spots

These include:

◆ Option A1

Bypass of Bexley Shopping Centre and the upgrading of Forest Road, Marsh Street and building four lanes along the County Road reservation to St Peters.

◆ Option A2

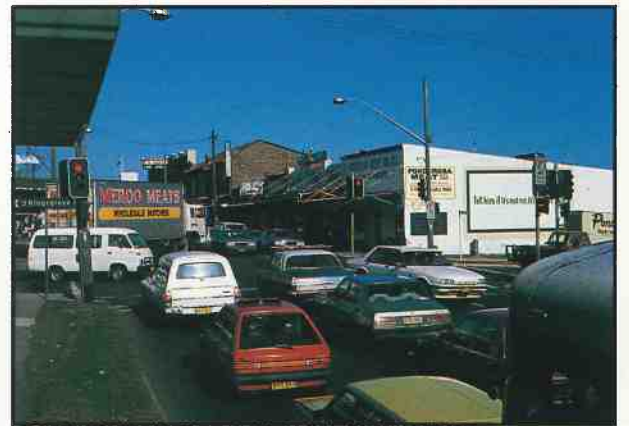
Bypass of Rockdale Shopping Centre with a new road generally along County Road Reservations and across Barton Park, between Harrow Road and Tancred Avenue.

Features of these options are:

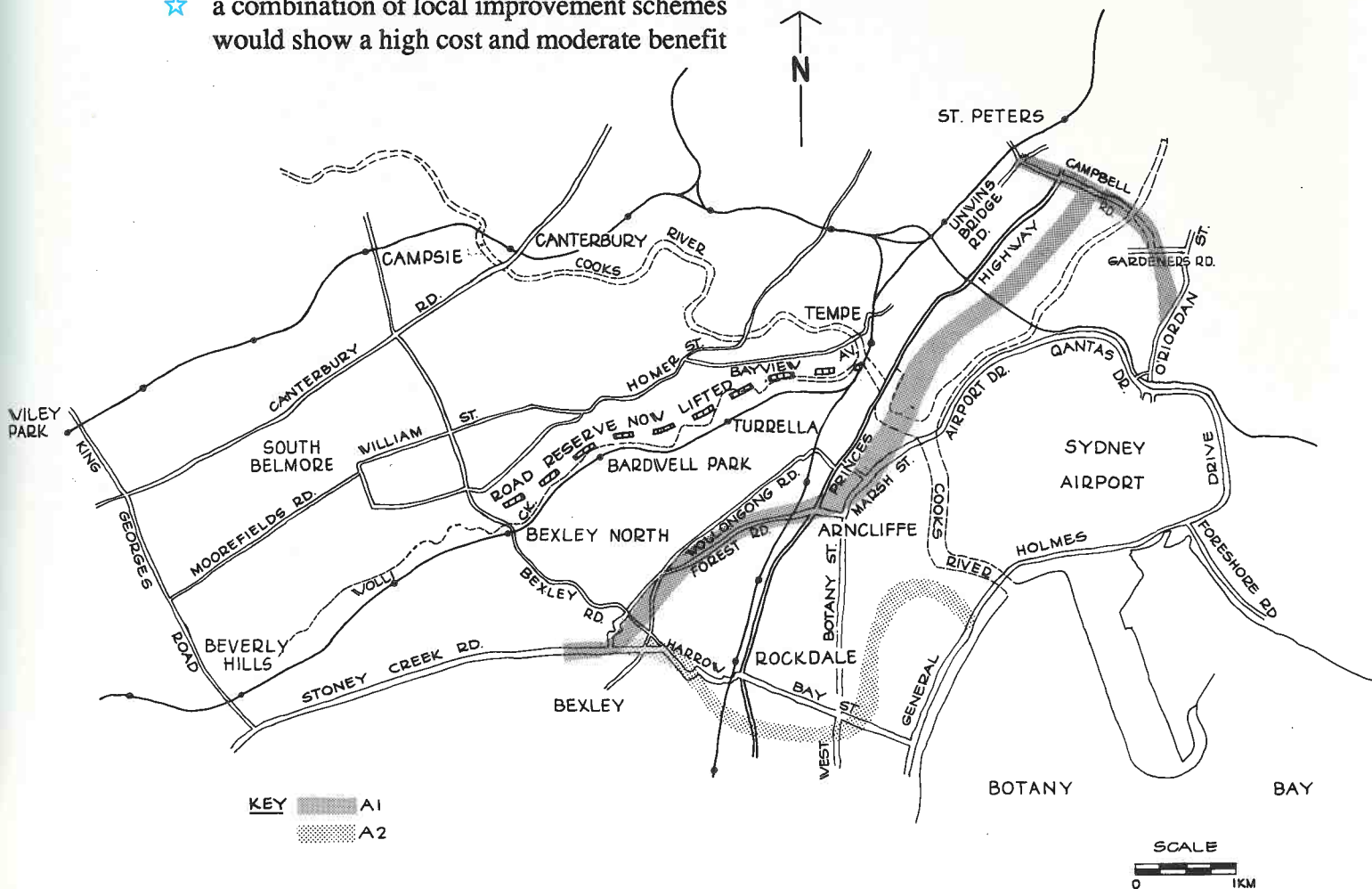
- ★ locally improved traffic flows
- ★ improved amenity of selected areas
- ★ small number of houses to demolish
- ★ do not solve major transport problems
- ★ increased congestion between Beverly Hills and Bexley
- ★ low cost and moderate benefit
- ★ a combination of local improvement schemes would show a high cost and moderate benefit



Mitchell Road and King Street, St Peters



Canterbury Road near Kingsgrove Road, Belmore



B. Options Which Involve A New Road Between Beverly Hills And St Peters

All of these options use the reserved County Road corridor from King Georges Road to Bexley Road and from Tempe to Campbell Road, St Peters.

Significant variations between the options occur in the length between Bexley Road and Tempe (through the Wollie Valley). These variations are:

◆ Option B1

An elevated roadway located partly in the County Road Reservation. (This option was eliminated after the Government's announcement).

◆ Option B2

A roadway on either side of the railway line at approximately the same level as the rail tracks.

◆ Option B3

A roadway on the southern side of the railway.

◆ Option B4

A road on structure above the railway.

◆ Option B5

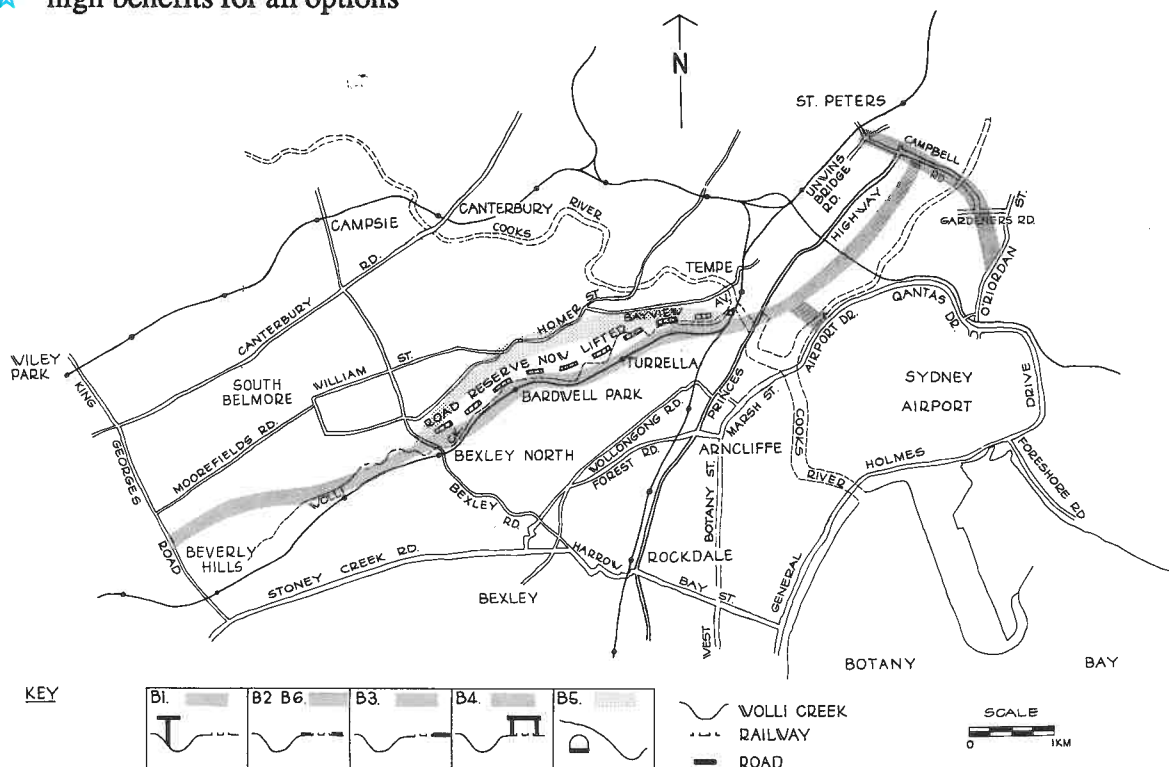
A road in a tunnel over most of the length through the valley.

◆ Option B6

A road similar to Option B2 but with "at grade" intersections.

Features of these options are:

- ★ satisfies objectives
- ★ widespread improvement in traffic conditions and local area amenity
- ★ moderate number of houses to be demolished and properties effected
- ★ increased noise levels at residences adjacent to the new road (although most are already subject to noise from the railway)
- ★ moderate cost for surface options
- ★ high cost and high benefits for the tunnel option
- ★ high benefits for all options



C. Options Which Involve Widening And Improvement Of Existing Roads Between Beverly Hills And St Peters.

To provide the necessary road capacity, options were developed which involved widening of some existing roads to provide a major route. However, to get the necessary capacity in the network, it was found that other work (mainly at intersections) was required on a supporting route.

◆ Option C1

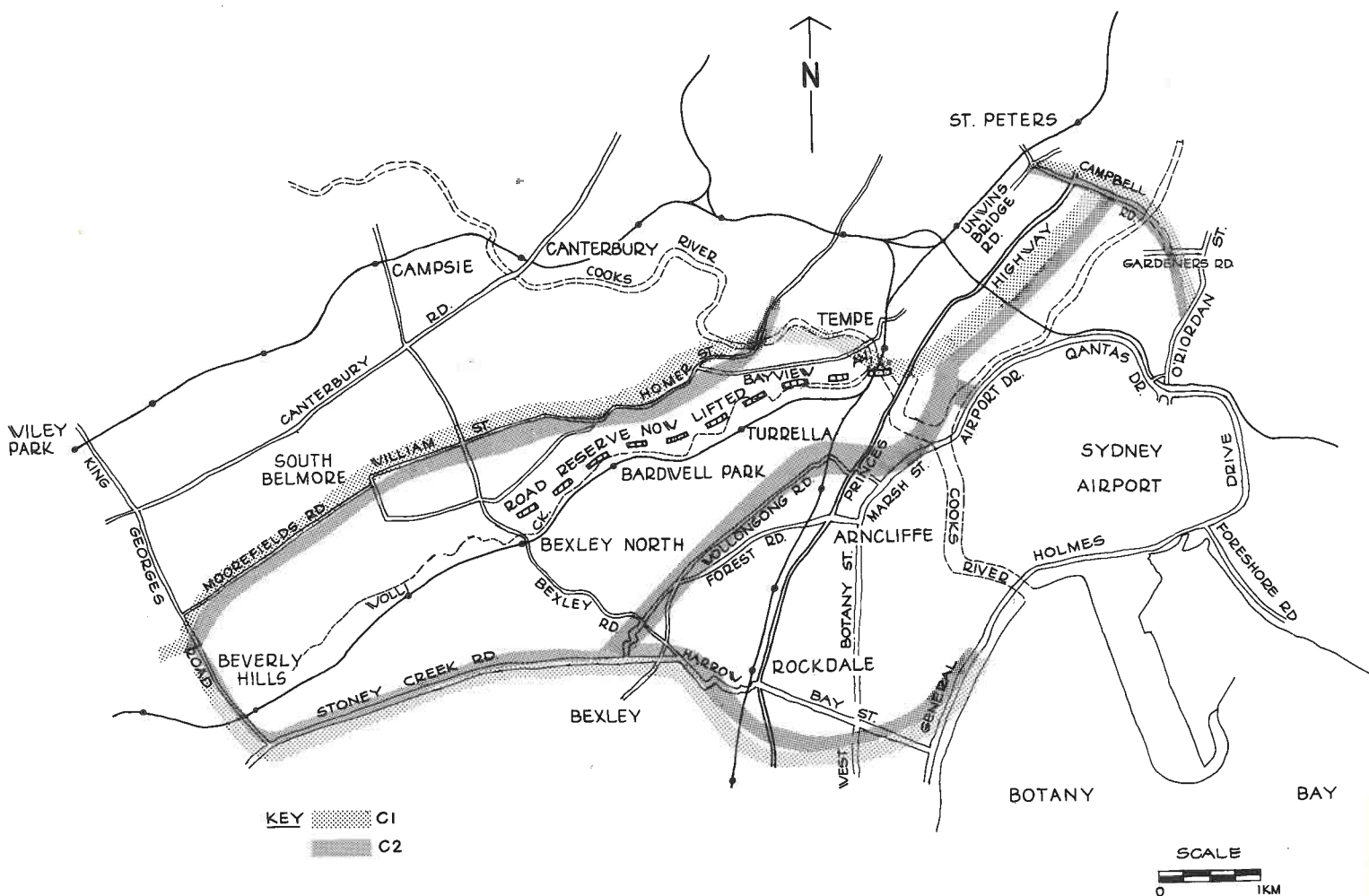
Widen Moorefields Road, William and Homer Streets to six lanes, with new construction along the Cooks River County Road reservation and then along the existing reservation to St Peters as the major route. Improvements to Stoney Creek Road, Harrow Road and Bay Street provide the supporting route.

◆ Option C2

Widen Stoney Creek Road, Forest Road, Wollongong Road, Marsh Street as the six lane major route and use Moorefields Road, William Street and Homer Street as the supporting route.

Features of these options are:

- ★ satisfies objectives
- ★ amenity of shopping areas along the routes would deteriorate
- ★ large numbers of houses and shops to be demolished
- ★ high cost
- ★ moderate benefit



Impact Of The Options

The new road options (options B) would result in traffic flows on existing roads as shown in the table below and would significantly reduce traffic flows on Princes Highway, Forest Road, Stoney Creek Road, Moorefields Road, Homer and William Streets.

PEAK 2 HOUR TRAFFIC FLOWS (VEHICLES)			
Road	Existing	Yr 2000 Without New Road	Yr 2000 With New Road
Canterbury Road	3000	3500	2500
Homer Street	3300	4000	3000
Princes Highway	5600	6000	5500
New Road	-	-	7000

Other issues for all Options are given in the Comparison of Options Table in this leaflet.

Public Transport

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. Existing railway parking areas would be maintained.

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

What Happens Next?

From the public consultation programme and technical studies a preferred road option and transport strategy will be developed for presentation to the Minister for Transport. When appropriate, an Environmental Impact Study of this option and alternatives 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 EIS process confirms the preferred option, a new corridor will be established, and the road improvements would be provided as funds became available.

COMPARISON OF OPTIONS

STANDARD	OPTION	EST COST (\$M)	PRELIM. BENEFIT COST RATIO	RESIDENTIAL PROPERTIES AFFECTED (No)	APPROX HOUSES AFFECTED (No)	OPEN SPACE REQUIRED (ha)	COMMUNITY FACILITIES AFFECTED (No)	VISUAL EFFECT	NOISE EFFECT	COMMENTS	
Lower Investment Schemes Addressing Local Traffic Problems	A1	78	2.0	106	100	1.5	-	Significant over route	Increased noise adjacent to route and along Stoney Creek Road	Does not satisfy overall objectives	
	A2	55	Not Yet Available	210	200	5.5	2	As above	As above	As above	
	New Road Options	B1	272	1.5	227	120	19.7	nil	Degrades appearance of Wollli Valley	Increased noise in Wollli Valley	Option eliminated
		B2	224	1.8	302	110	17.7	3	Less than Option B1	As above	Affects Bardwell Park Shopping Centre
		B3	239	1.7	371	210	13.6	3	Trades houses for open space	As above	
		B4	284	1.5	280	100	14.2	3	Very prominent	As above	
B5	370	1.1	330	100	12.5	3	Low effect	Minor	Exhaust points for fumes needed		
B6	210	1.0	302	110	17.7	3	Effect less than Option B1	Some increase noise in Wollli Valley	Affects Bardwell Park Shopping Centre		
Reconstruct Existing Routes	C1	309	less than 1	960	860	8.8	10	Significant along improved routes	Increased noise adjacent to improved routes	Large number of properties affected	
	C2	340	less than 1	1140	1030	8.5	11	As above	As above	As above	

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Analysis of the link between King Georges Road, Beverly Hills and Campbell Road, St Peters

An Invitation to Comment

The Department of Main Roads is conducting a program of public consultation to inform you of options being considered to link the South Western Freeway at Beverly Hills to Campbell Road at St. Peters and to give you the opportunity to comment prior to any preferred options being developed.

Your opinion, or the opinion of the group you represent, is welcomed to assist in the selection of a preferred option. This would be then subject to the environmental impact assessment procedure under the Environmental Planning and Assessment Act. Please return this form either to the public exhibition venue where you obtained this leaflet, or to the Department of Main Roads, Sydney. It would be appreciated if your response could be made by 18 October, 1988.

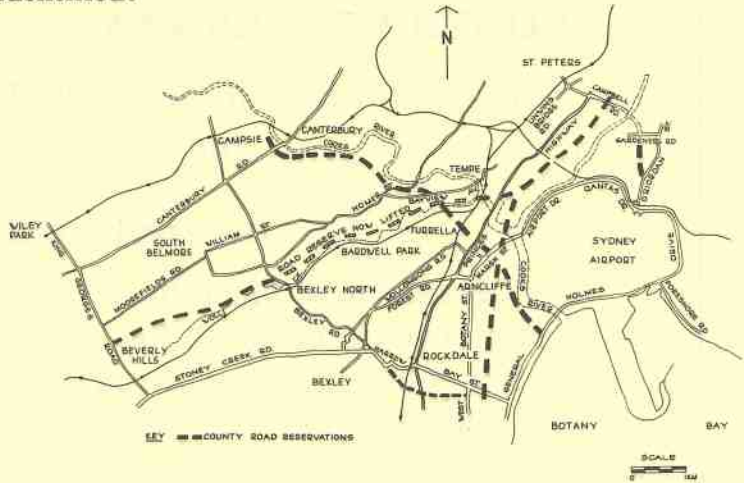
Your Comments:

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

Option	Additional Advantages	Disadvantages not Mentioned
A1
A2
B2
B3
B4
B5
B6
C1
C2

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):

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

Annette Ross
Department of Main Roads
PO Box 198,
HAYMARKET NSW 2000
Telephone (02) 218.6545

OR

Karl Mezgailis
Department of Main Roads
PO Box 198,
HAYMARKET NSW 2000
Telephone (02) 218.6849

Please return your comments by 18 October, 1988.

Thank you for your assistance.