

## THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

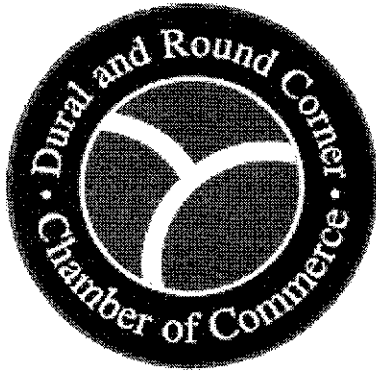
**Organisation:** Dural and Round Corner Chamber of Commerce and Industry  
Inc.

**Name:** Mr John Leckie

**Position:** Traffic Spokesman

**Date received:** 17/10/2008

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17 OCT 2008

Dural and Round Corner Chamber  
of Commerce and Industry Inc.

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President: Judy Pope 0425 217 684

Secretary: John Howes 9651 1600

15 October 2008

The Director,  
Beverley Duffy  
General Purpose Standing Committee No 4  
Legislative Council, Parliament House, Macquarie St  
Sydney NSW 2000

Dear Madam,

I am writing on behalf of our Chamber of Commerce to thank the NSW Parliament for carrying out this inquiry. For the last 10 years we have been highlighting shortcomings in our area's infrastructure and transport and herewith give you some brief points for your inquiry to consider.

A copy of a report by the Round Corner Region Traffic Task Force entitled "Towards a Better Community – Traffic Action for the Round Corner Region" is enclosed. This report concisely illustrates our region's traffic issues and infrastructure shortcomings. Also enclosed is the two page History of Road Improvement Campaign that indicates the "brick wall" at Macquarie Street we have encountered trying to get road improvements in our region


The issues already aired in the above report that more recently are becoming very topical are:

- An integrated transport system to the greater area of North-west
- Lack of funding to our region because of political biases
- Linking of the M2 and F3 along with an alternative second crossing of the Hawkesbury river between Kariong and the F7
- Hastings and Old Northern Roads intersection lights
- Kenthurst and Old Northern Roads intersection upgrade
- Glenhaven and Old Northern Roads intersection lights
- Upgrade of the "Horseshoe" incorporating the "funnel"
- Planning of Park and Ride access along with off road access points to buses which without further causes traffic issues.

We are on a boundary of two LGA's that doesn't help our infrastructure issues, we need real help and planning, and we have added concern about the loss of Section 94 funding.

We are available to talk your Committee through these documents and issues in detail if required.

Yours sincerely

  
John Leckie  
Traffic Spokesman  
0412 969 337

**Report and Submission**

***Towards a Better Community –  
Traffic Action for the  
Round Corner Region***

**Round Corner Region  
Traffic Task Force**

**August 2004**

# **Towards a Better Community – Traffic Action for the Round Corner Region**

## **Report and Submission Round Corner Region Traffic Task Force**

### **Executive Summary and Overview**

Roads and traffic issues are a major concern for local residents and businesses in Round Corner and the surrounding rural-residential areas of the Hills district. Each of the area's main roads has major problems including New Line, Old Northern and Kenthurst Roads.

Serious questions of public safety, cost, community amenity, the environment, quality of life and convenience are caused by our poor quality roads and congested traffic flows. This affects all residents from children to retirees – students going to school, people shopping, operating businesses, as well as those who commute to and from work within and outside the area.

The solution to these road and traffic problems involves action by, and liaison between Local Government (Baulkham Hills Shire and Hornsby Shire), the State Government (in particular the Roads and Traffic Authority) and also the Commonwealth (as a funder of major roads and infrastructure projects).

A set of priorities is identified to improve traffic flow and preserve environmental amenity. In particular, specific and urgent action must be taken:

- Hastings Road and Old Northern Road traffic signals (especially with proposed fire Station).
- New Line Road widening between Hastings Road and Sebastian Drive.
- Sebastian Drive/New Line Road (roundabout, bus access and review pedestrians access across New Line Road).
- The stretch from Old Northern Road (from New Line Road Roundabout through Round Corner to Stonelea Court) - known locally as the “funnel” should be widened to two lanes in both directions (turn right into Kenthurst Road with two through lanes) and undertaken with a preservation of trees and greening program.
- Glenhaven Road/Old Northern Road Traffic Lights or Roundabout (new bridge opening in 2005).

It is estimated that around \$20 – 25 million will be required to achieve these objectives and are consistent with the RTA's Strategic Route Study for the area.

In addition, medium to long term issues are raised in this Report to improve public transport utilisation and overall traffic flow.

It is also recommended that Councils and the RTA jointly establish a working reference group to progress funding commitments and works programs for initiating the suggestions made in this Report.

## Task Force

Following a community meeting in 2003, a committee of concerned residents and business people was formed as the *Round Corner Region Traffic Task Force (RTTF)*.

The initial focus for this Task Force was on the road and traffic issues in the Round Corner area including the surrounding rural-residential suburbs. The Task Force consulted with the community and relevant local organizations to develop consensus on the priorities for road and traffic management solutions. A key issue the Task Force wished to overcome was that the greater community should be united in their view on prioritization of action, so decision makers knew there would be a high degree of consensus.

The Task Force now aims to lobby the respective government bodies to provide the necessary funding commitments for the area. The objective is to achieve commitments to the funding and actions required to make needed road development, traffic management and transport infrastructure investments happen.

The RTTF is composed of:

- Ian Woodward (Kenthurst resident and local business consultant), Chairman;
- John Leckie (Kenthurst resident and Dural Chamber of Commerce traffic spokesperson);
- Paul Pixton (Round Corner resident and local businessman);
- Harold Cottee AM (Glenhaven resident);
- Tony Kase (South Dural resident);
- Hank Leeuw (Glenorie resident and local businessman); and
- Robert Hodges (Glenorie resident and local businessman).

The RTTF functioned as follows:

1. Called for public comments and suggestions;
2. Consulted with relevant organizations (see Appendix One);
3. Promoted traffic and road issues through the local media and with relevant stakeholders (see Appendix Two) ;
4. Provided recommendations and advice to the local Members; and
5. Also prepared to make direct representations to relevant tiers of Government.

The RTTF adopted the following themes in its review:

- Safety – a safe road system for our children;
- Better Community Amenity – free flowing traffic while maintaining a quality rural-residential environment;
- Affordable – much needs to be done, but being realistic that the needed investments will take time; and
- Partnership – we need commitment from governments and the community for the long term.

## Discussion – Traffic Problems

“Round Corner Dural”(as locals call it) is on the border of Baulkham Hills and Hornsby Shires and is characterized by a traditional “village area” with recent development in light to medium density housing bordered by 1 to 5 acre rural properties. This structure results in unique features that create corresponding problems.

### 1. Reliance on Roads

Car ownership per capita is amongst the highest in the country. Public transport is minimal, and because the distances are great, households’ most usual solution is to purchase another car to solve their transport problems.

### 2. Gridlock School Peaks

Schools per capita are also high as a result of state government incentives to locate in the area. This means a high proportion of people come to the area on Kenthurst Rd on a daily basis to attend schools. More recently the growth in pre-schools to cater for the growing population has further contributed to congestion immediately before and after school times. It is virtually a 50/50 peak to contra-peak traffic flow on all RTA roads.

### 3. Steep Terrain – Round Corner

Typical of hilly rural areas all the major roads follow the ridges and topography. “Round Corner” in “the Hills” says it all; because the ridges have been followed, an acute round corner was created and still exists today. Allowing nature to create a road structure unfortunately means there are traffic problems in a number of places.

Due to the terrain, almost all the traffic in the area goes through what locals call the “funnel”, (Old Northern Road between Quarry Road and Stonelea Court). The traffic that does not, by necessity uses the only available bypass (Hastings Road).

### 4. Undivided Roads – High Accident Rate

The accident rates in the “funnel” are 7.0 collisions per km/per year (see Appendix 3) and this is indicative of the whole area. A high proportion of those accidents are rear end collisions as a result of the roads being single lane undivided roads. Further, the level of driver frustration as a result of the “level of service” on local roads contributes to the accident rate.

5. **Residential Development**

The immediate area surrounding Round Corner is about as developed residentially as it is going to be in the medium term. Cherrybrook/South Dural and Glenhaven had rapid population increases from the late 1990's. The roads unfortunately do not reflect that. New Line Road through Cherrybrook and South Dural is an RTA road but unlike the Rouse Hill development area no levy was made for road widening and no Section 94 funds were collected. Traffic flow continues to grow as a result of the Rouse Hill development area feeding down through The Round Corner and Glenhaven, to use local facilities and to travel to other areas.

6. **Road Improvement – Road Shut down or Night Work**

In May 2003 minor resurfacing of Old Northern Road had to be completed between 8pm and 5am “due to the high volume of traffic on this road” (Transfield letter to residents 24 April 2003 – see appendix 4). There is no satisfactory detour or bypass for the area and any road improvements would necessitate either the road being shut down, or all roadwork being completed at night.

7. **Maintaining a Quality Environment**

Any new road upgrades and development must also sustain and enhance the quality community amenity of the area, in particular the tree and “green feel” created by the combination of an outer urban and rural environment. This aspect should be carefully planned as part of the traffic solutions.

In order to address these issues, the Traffic Solutions for our region will require four kinds of action, across the short, medium and long term:

- Public Transport Development;
- Traffic Management Initiatives (such as turning lanes, roundabouts and traffic lights);
- Road Investment (including appropriate widening and new roads); and
- Community Programs and Actions (including information activities and environmental amenity preservation).

## **Traffic Study – funding (Section 94)**

In 1998 the RTA, in association with Hornsby and Baulkham Hills Councils, commissioned a Strategic Route Study for Old Northern and New Line Roads. It was exhibited for public input in February 2000.

The report was thorough and captured most of the issues facing both roads. Implementation of road improvements documented in the Strategic Route Study have been limited to those completed by developers as part of their development consents issued by the relevant councils. The RTA and Councils have contributed almost no funds to this area, and restricted that funding to maintenance only.

Baulkham Hills Council collects levies from the extractive industries at Maroota, which is spent, on a 50/50 basis with the RTA on Old Northern Road. There is the potential to allocate some of these funds further south (letter from Baulkham Hills Shire Council 10 October 2003 – see Appendix 5).



## Consensus of Urgent Traffic Solutions

The RTTF consultation and prioritization produced a clear consensus between community and commercial interests. All the traffic solutions fell into a very small area that resembles a “horseshoe” on a map. (See Appendix 6)

This “horseshoe” consists of the three roads connecting to each other:

Hastings Road is the angular base of the horseshoe;

New Line Road runs from the right hand side of the base north to;

Old Northern Road, which completes the front bend of the horseshoe and returns south to the left hand side of the base.

Urgent solutions, in “horseshoe” order, are:

1. Hastings Road and Old Northern Road traffic signals (especially with proposed fire Station).
2. New Line Road widening between Hastings Road and Sebastian Drive.
3. Sebastian Drive/New Line Road (roundabout, bus access and review pedestrians access across New Line Road).
4. The stretch from Old Northern Road (from New Line Road Roundabout through Round Corner to Stonelea Court) - known locally as the “funnel” should be widened to two lanes in both directions (turn right into Kenthurst Road with two through lanes) and undertaken with a preservation of trees and greening program.
5. Glenhaven Road/Old Northern Road Traffic Lights or Roundabout (new bridge opening in 2005).

## Other Priorities Identified by RTTF

RTTF's Consultation and prioritization also highlighted the following issues that will be worked on following completion of the Urgent Traffic Solutions:

1. Review
  - ❑ Resident Access to Kenthurst Road from Round Corner Village (Maple Street and Pellitt Lane)
  
2. Other Initiatives Short Term
  - ❑ Develop "Park and Ride" access to increase public transport use;
  - ❑ Bus off road access points – discuss arrangements with Bus companies; and
  - ❑ School hours access arrangements should be reviewed.
  
3. Other Initiatives Medium to Long Term which assist overall Traffic Management
  - ❑ Orbital development;
  - ❑ M2 – F3 Access;
  - ❑ New Line Road: four lanes continuous from Cherrybrook to Round Corner;
  - ❑ Galston Road/Old Northern Road intersection – review safety performance and access; and
  - ❑ Review Bypass options.

## Appendix 1.

### Consultation

<b>Action</b>	<b>Specific Activity</b>
a) Views of key Community Groups	
	Resident Groups/Associations
	Round Corner
	South Dural
	Glenhaven
	Dural
	Glenorie
	Business Groups/Associations
	Chamber of Commerce
	Other Rotary
	Other Organizations
b) Community Consultation	
	Community Submissions
c) Task Force Member Views	
d) Integrate Views – consensus positions	Prepare Consensus Plan and Supporting Arguments

## Appendix 2

### Traffic Plan and Priorities

<b>Time Priority</b>	<b>Specific Activity</b>	<b>Proposed Initiatives</b>
<b>a) Short Term</b>		
	Public Transport	Bus Access and Parking
	Traffic Management	Hastings Road Lights Glenhaven Road Lights Sebastian Drive Kenthurst Schools
	Road Investment	Round Corner Funnel
	Community and Information Program	Road Greening Safety Signs
<b>b) Medium Term</b>		
	Public Transport	New Bus Routes Footpath development
	Traffic Management	Round Corner
	Road Investment	New Line Road Old Northern Road Kenthurst Road
	Community and Information Program	Park and Ride
<b>c) Long Term</b>		
	Public Transport	Bus-Rail Integration
	Traffic Management	Major Road Completion
	Road Investment	Orbital Region Road Bypasses
	Community and Information Program	

## Appendix 3

BAULKHAM HILLS SHIRE COUNCIL

14 November 2002

Mr J Leckie  
42 Porters Road  
KENTHURST NSW 2156



Your Ref:  
Our Ref:

Dear Mr Leckie

I refer to your enquiry regarding the accident rates on roads of similar volume to Old Northern Road, Round Corner, Dural.

The following are the collision/kilometre/year rates for streets of similar volumes of traffic:

- Gilbert Road 3.15 collisions/km/year
- Renown Road 3.4 collisions/km/year
- Oakes Road 7.5 collisions/km/year

They can be compared to the rate on Old Northern Road of 7.0 collisions/km/year.

Should you require any further information regarding this matter, please contact me on 9843 0243.

Yours faithfully



Michael Doyle  
**TRAFFIC ENGINEER**

P.O. Box 75 Castle Hill, NSW 1765 • 129 Showground Road Castle Hill, NSW 2154  
Telephone (02) 9843 0555 • Facsimile (02) 9843 0409 • DX 8455 Castle Hill  
Email [bauk@bhsc.nsw.gov.au](mailto:bauk@bhsc.nsw.gov.au) • Website [www.baulkhamhills.nsw.gov.au](http://www.baulkhamhills.nsw.gov.au)  
A.B.N. No. 25 034 494 656



## Appendix 4

TRANSFIELD SERVICES (AUSTRALIA) PTY LTD  
ROAD AND TRAFFIC AUTHORITY  
PERFORMANCE SPECIFIED MAINTENANCE CONTRACT



Dear Resident,

### RE: ROAD MAINTENANCE WORKS IN YOUR AREA

Transfield have been contracted by the Roads & Traffic Authority to undertake maintenance of the State Road Networks in the *Glenhaven* area.

*It is necessary to carry out pavement resurfacing on Old Northern Rd between New Line Rd and Glenhaven Rd which has been programmed to commence from the 29<sup>th</sup> of April to the 15<sup>th</sup> of May 2003, for a duration of 5 nights, weather permitting.* Unfortunately, undertaking this extent of road maintenance during daytime is not possible due to the high volume of traffic on this road and is normally carried out at night in order to provide a safer working environment. We propose to commence setting up for this work from *8pm and carrying through to 5am* on the above dates. Under no circumstances will we undertake work outside of the nominated start and finish time.

As the work will involve *pavement resurfacing* in the above area, there may be some noise and disruption to traffic flow generated. However we assure you that environmental and traffic problems are closely monitored and immediately rectified to minimise any effect on local residents during the proposed nightworks. Our Supervisors and Team Leaders are all aware of, and committed to the control of environmental impacts.

Transfield apologise for any inconvenience that the proposed work may cause.

Any queries in relation to this work should be directed to Transfield Services Call Centre on (02) 8737 8000.

Yours faithfully

**TRANSFIELD SERVICES**

A handwritten signature in black ink, appearing to read "Basil Gionca", written over a horizontal line.

Basil Gionca  
**MANAGER – ROAD MAINTENANCE**  
24.04.2003

## Appendix 5

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**From:** "Andrew King (traffic)" <KINGA@bhsc.nsw.gov.au>  
**To:** "hawkesbury@parliament.nsw.gov.au" <hawkesbury@parliament.nsw.gov.au>  
**Date:** 10/10/2003 1:44 PM  
**Subject:** Old Northern Rd and New Line Rd, Round Corner  
**CC:** "Garry Kennedy (E-mail)" <gkenedy@hornsby.nsw.gov.au>

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Steve, thanks for organising the meeting this morning at BHSC with the RTA. I trust that some good things will come of it.

The road network improvements we discussed are as follows:

1. The provision of traffic signals at the intersection of Old Northern Rd and Hastings Rd.  
These signals and the associated roadworks would cost over \$2 mill. This work would result in the completion of dual carriageway along Old Northern Rd between Hastings Rd and the existing traffic signals at Gilbert Rd - the new work would be a distance of about 300m. The three most significant benefits are:
  - a. Traffic safety at the Intersection
  - b. Hastings Rd would take considerable traffic pressure off Old Northern Rd through Round Corner
  - c. Traffic could turn right to get to Gilbert Rd and therefore bypass heavy congestion through Castle Hill Council would be prepared to discuss a joint funding exercise for these signals in conjunction with the NSW Fire Service when a DA is lodged for the relocated fire brigade building, to the property directly opposite the Hastings Rd intersection.
2. The provision of traffic signals at the Old Northern Rd/ Glenhaven Rd intersection.  
These signals would cost around \$1 mill - perhaps a bit less. They are required because of the growing population of Kellyville wishing to head east along Glenhaven Rd. Council is designing a new bridge to replace the old one-lane structure along Glenhaven Rd and this construction is planned for around 2007. The signals could be part funded out of a new Section 94 contribution Plan for the Kellyville North area which is to be developed in the next 5 years.
3. The upgrading to dual carriageway of Old Northern Rd between Derriwong Lane and Stonelea Court - ie through the Round Corner Shopping Centre. This work could cost around \$12 mill and again, I would be prepared to put a report to Council to alter the Extractive Industries Road Improvements program, redirecting funds from the Maroota area to Round Corner as part of a joint funding exercise between Council and The RTA. Extractive Industries contributions could be in the order of \$500,000 per year.
4. The provision of new intersection control in New Line Rd at the intersection of Sebastian Drive. This intersection control could be in the form of a "seagull" treatment initially, or a round about or traffic signals in the longer term, but as the intersection is in Hornsby Council, I would suggest that their preference be ascertained first. I do not have any alternative funding mechanisms at this location to assist with bargaining.
5. The provision of additional 2 lane capacity in New Line Rd north of Hastings Rd to provide a merge area for north bound traffic, away from the

steep section of New Line Rd.

I'm not sure of what this roadwork would cost but the \$350 000 suggested in the Old Northern Rd Route Development Strategy is not nearly enough - I'd suggest more like \$1 mill is needed. Again, I have no alternative funding sources for this work.

I think the next step in this process is to get the RTA to prepare a detail design and estimate for these works so we know exactly how much money we're bargaining about. Steve Warrell can't agree to having the designs done without justification for the works so no doubt he'll be getting some extensive traffic modelling done, but if you could keep up the pressure with Cari Scully next week, perhaps we'll see some light at the end of the "Funnel".

I'll have a couple of copies of the Route Development Strategy and the associated plans sent over to your office on about Thursday next week.

Many Regards,  
Andrew King.



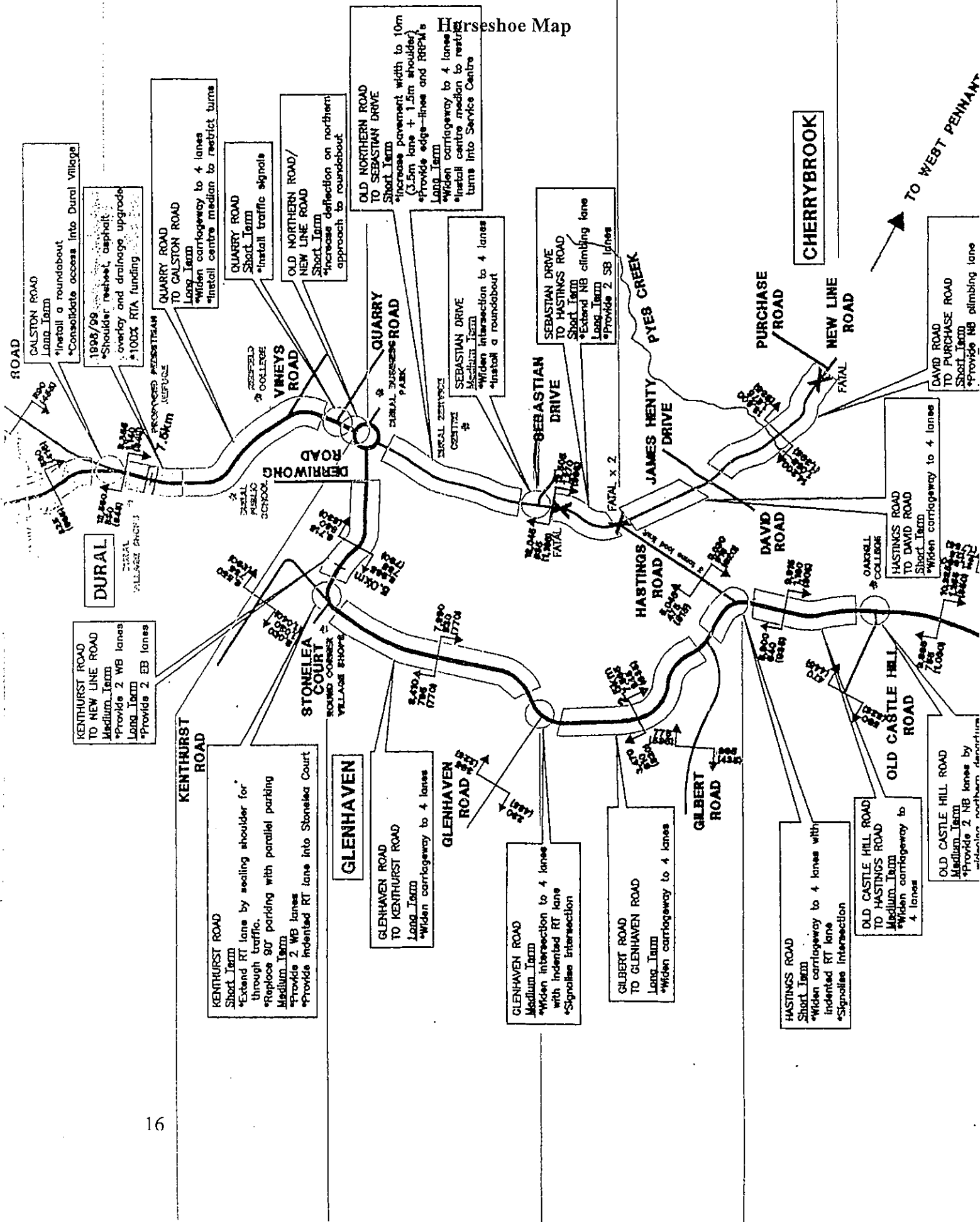
**Appendix 6**

**Round Corner Region Traffic Horseshoe Map**

# Appendix 6

## Round Corner Region Traffic

### Horseshoe Map



## RTTF History of Road Improvement Campaign

- The RTA Strategic Route Study for Old Northern Road and New Line Road was exhibited for public input in **February 2000** and was originally drafted in **1998**. The Chamber gave considerable input to the draft and exhibited report. Copies of the exhibited report and associated maps are available.
- Because of the importance to our area a meeting was held on **15 September 1999** with The Hon Reba Meagher MP, Parliamentary Secretary for Roads, to highlight the Chambers thoughts on the study. Advisers from the Ministers Office and RTA attended (Stuart and Brian). Baulkham Hills Shire Council's Traffic Engineer, Andrew King and the Hon Kevin Rozzoli MP accompanied Barry Allen, Judy Pope and John Leckie. A follow up letter was sent (**20 October 1999**) to Ms Meagher to formalise the issues that were seen as urgent.
- In correspondence from Ms Meagher on **January 31 2000** she commented, "The Report's findings will be published for the benefit of the community". She also said "following the public display community responses will be assessed by the RTA's consultant who undertook the study and the findings will be made available in a published brochure. The Chamber may be assured that its suggestions will be taken into consideration as part of the study".
- The public exhibition of the report concluded on **25 February 2000**. There has been no release of the report or a brochure since that time. The RTA disputes this but the fact remains, since the exhibition period there has been no further release of anything related to this.
- Having patiently waited we were forced to commence a new campaign with a letter to Minister for Roads on **2 May 2002**. Acknowledgement received on **14 May 2002**. We pushed for a meeting with The Hon Carl Scully MP. On **20 November 2002** a meeting with the Parliamentary Secretary for Roads, Tony Stewart MP with an advisor (Ed Scully) and RTA representative (Martin Nichols) met with Allan Ward, Peter Dawson and John Leckie. The following undertakings were given:
  1. Martin Nicols would investigate the issues regarding the "Funnel" and lack of implementation of this Strategic Route Study, including a visit by him.
  2. That BHSC would be contacted to discuss funding options, including Section 94 Extractive Industries, for the "Funnel".
  3. Consideration of moving the 60 km/h zone further north past Dural Country Club. The government delegation raised the fact that **the report was now dated and may need to be reviewed – a statement that was frustrating since the report cost approximately \$100,000, it had never seen the public light of day and not one of its recommendations has been implemented.**
- Letter of "very sympathetic" support from the State Opposition Leader has been received (**22 November 2002**).
- Meeting followed up with a letter to Baulkham Hills Shire Council, on **3 December 2002**, to which a reply was received on **20 December 2002**, stating support for funding when approached from the RTA. A recap letter on **1 February 2003** was also sent to Tony Stewart MP.
- Letter of reply received from Tony Stewart MP, after the State Election, on **3 June 2003**, stating "the RTA has considered the matter thoroughly and agrees that there is a level of congestion ...but does not see the problem warranting immediate resolution, having regard to the limited funds...".
- Letter received from Baulkham Hills Shire Council's Traffic Engineer Andrew King, on **3 June 2003**, advising "that no official dialogue has occurred between Council and RTA regarding the "funnel".

- On **8 September 2003** a letter was sent to Tony Stewart MP, recapping previous communication and in particular asking "why the RTA states 'having regard to the limited funds available' when they still have not even discussed funding options with BHSC"?
- Letter of acknowledgment received from Carl Scully MP 's office on **9 September 2003** undertaking to examine the matters raised and provide a response. The response was not received.
- Letter received from Baulkham Hills Shire Council's Traffic Engineer Andrew King, on **10 October 2003**, advising of the council's Road priorities.
- In response to a community meeting **in mid 2003** the RTTF was formed.
- **In August 2004** Following lengthy community, business and Council consultation and consensus a Report was submitted to the Minister for Roads: "towards a Better Community – Traffic Action for the Round Corner Region".
- On **13 December 2004** a meeting with the Parliamentary Secretary for Roads, The Hon Tony Stewart MP with an adviser (Michael Galdoezy (SIC)) and RTA representative (Steve Warrell) met with Ian Woodward and John Leckie. Outcomes:
  1. Tony Stewart's support in ensuring RTA and Councils discussions occur is important as was his decision to report back favourably to Minister Scully on the suggestions of the Submission.
  2. Critical that both Councils indicate that they share the priorities in RTTF Submission.
  3. De-bottle-necking Round Corner is a regional issue that benefits outreaching areas.
- On **29 December 2004** a meeting with RTTF, local MP's and both Mayors formally agreed on priorities in the "horseshoe".
- On **3 May 2006** RTTF and Councils, facilitated by local MP met with Eric Roozendale, Minister for Roads

For more information:

John Leckie

RTTF Chairman and Dural & Round Corner Chamber of Commerce Traffic Chairman

0412 969 337