

OCTOBER 2012



## Mona Vale Road upgrade options – your comments invited

Between McCarrs Creek Road, Terrey Hills and Powder Works Road, Ingleside

Mona Vale Road from McCarrs Creek Road, Terrey Hills to Powder Works Road, Ingleside is 3.3 kilometres in length, suffers traffic congestion in peak periods and requires upgrading to increase carrying capacity and reduce travel times.

Roads and Maritime Services (RMS) is proposing to upgrade this section of Mona Vale Road to a four lane divided road. Three feasible route options have been developed. Your comments and feedback on these options are invited until **Friday 7 December 2012**.

### Project objectives

- Improve traffic capacity and efficiency for road users.
- Improve road safety by providing a four lane divided carriageway.
- Provide for a minimum design speed of 80 kilometres per hour.
- Minimise impacts on national parks, threatened species and heritage sites.
- Provide on-road cycle facilities and an off-road shared path, where appropriate.
- Investigate provision for buses.

### Background

Mona Vale Road is a key element of the transport network serving the Northern Beaches and northern suburbs of Sydney. In 2009, RMS prepared the *Mona Vale to Macquarie Park Corridor Strategy*, which set out a 25-year framework for the management of the corridor. One of the short term priorities identified in the corridor strategy was to address current congestion and enhance the capacity and efficiency of the section of Mona Vale Road between Terrey Hills and Ingleside.

Planning for the proposed upgrade of Mona Vale Road between Terrey Hills and Ingleside commenced in mid-2011. It has involved preliminary survey, design feasibility studies, environmental investigations and community/stakeholder discussions which have all helped to develop the options.

### Current status

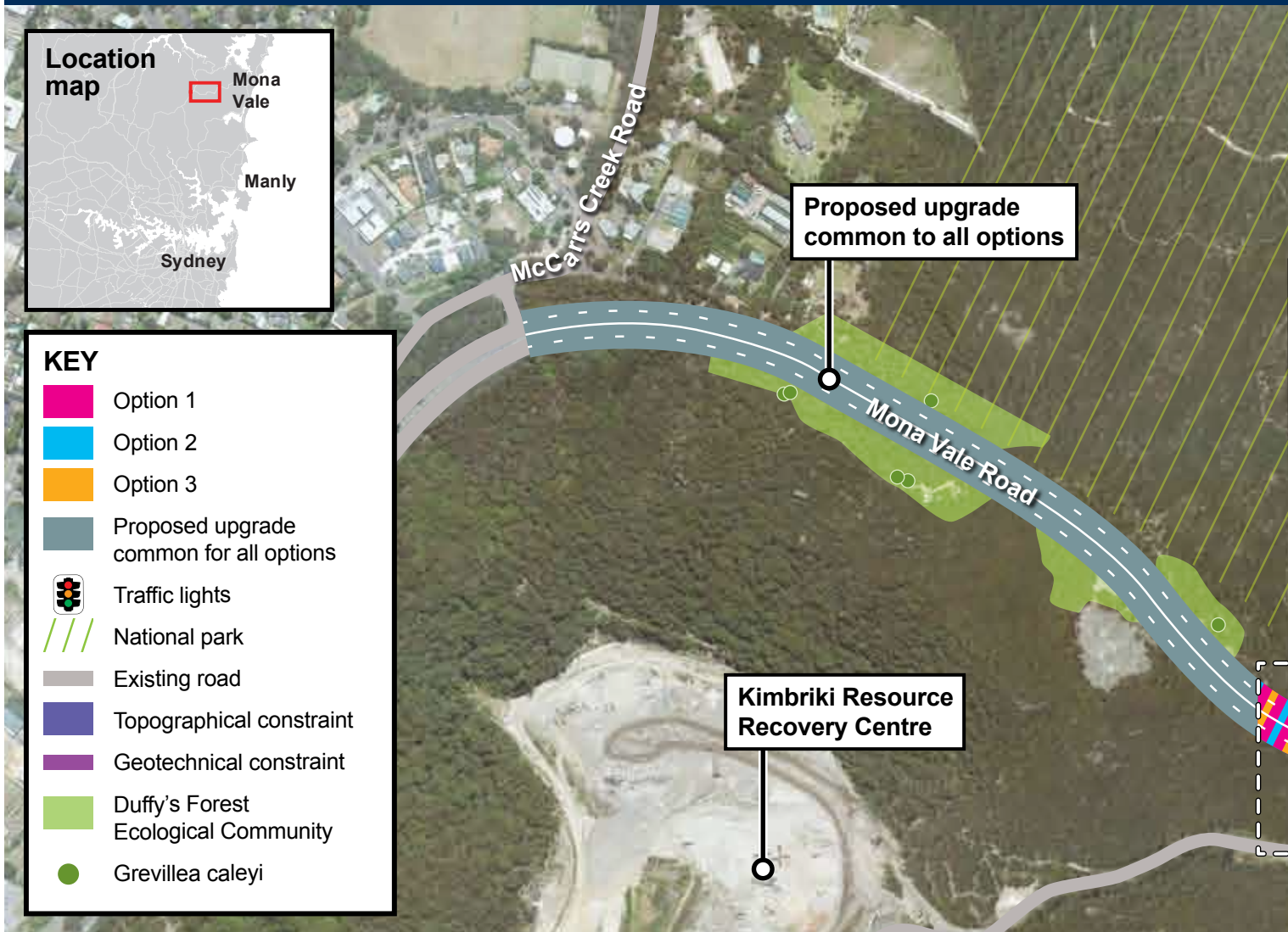
Following community discussions, a preferred option will be identified in the first half of 2013.

An options report describes the route options in detail. The report can be downloaded from the website [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

**Have your say!**

Visit [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

## Options for the Mona Vale Road upgrade



### Option 1 – Existing corridor (four lanes using the existing alignment)

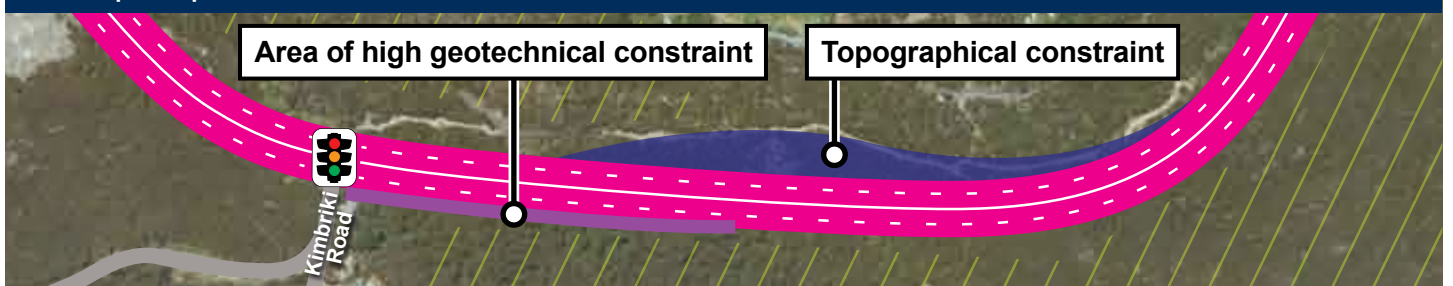
#### Opportunities

- Mainly follows the existing road corridor.
- Minimises impacts on public utilities and private property.

#### Risks

- High geotechnical constraints (rock overhangs and loose boulders) east of Kimbriki Road, which may complicate construction.
- Requires construction under traffic, which would require close management of safety issues and potential delays for road users and workers.
- Potentially has an impact on national park land.

#### Closeup of option 1





## KU-RING-GAI CHASE NATIONAL PARK

- All options will consider:
- Wildlife crossing opportunities
  - On-road and off-road cycleway provisions
  - Minimising impacts on threatened species such as *Grevillea caleyi*, *Duffy's Forest* and *Microtis angusii*
  - Bus priority

Proposed upgrade common to all options

New signalled intersection

GARIGAL NATIONAL PARK

See below for separate options for this area

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### Option 2 – Northern alignment (four lanes using a new alignment north of Mona Vale Road)

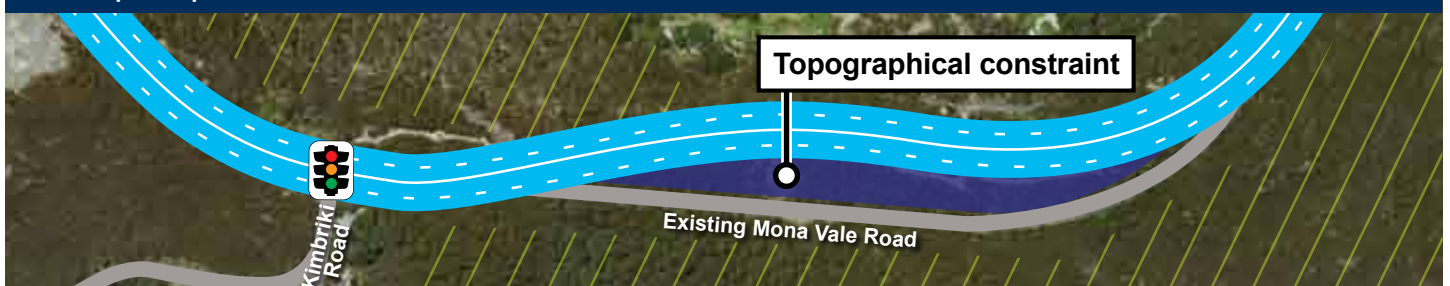
#### Opportunities

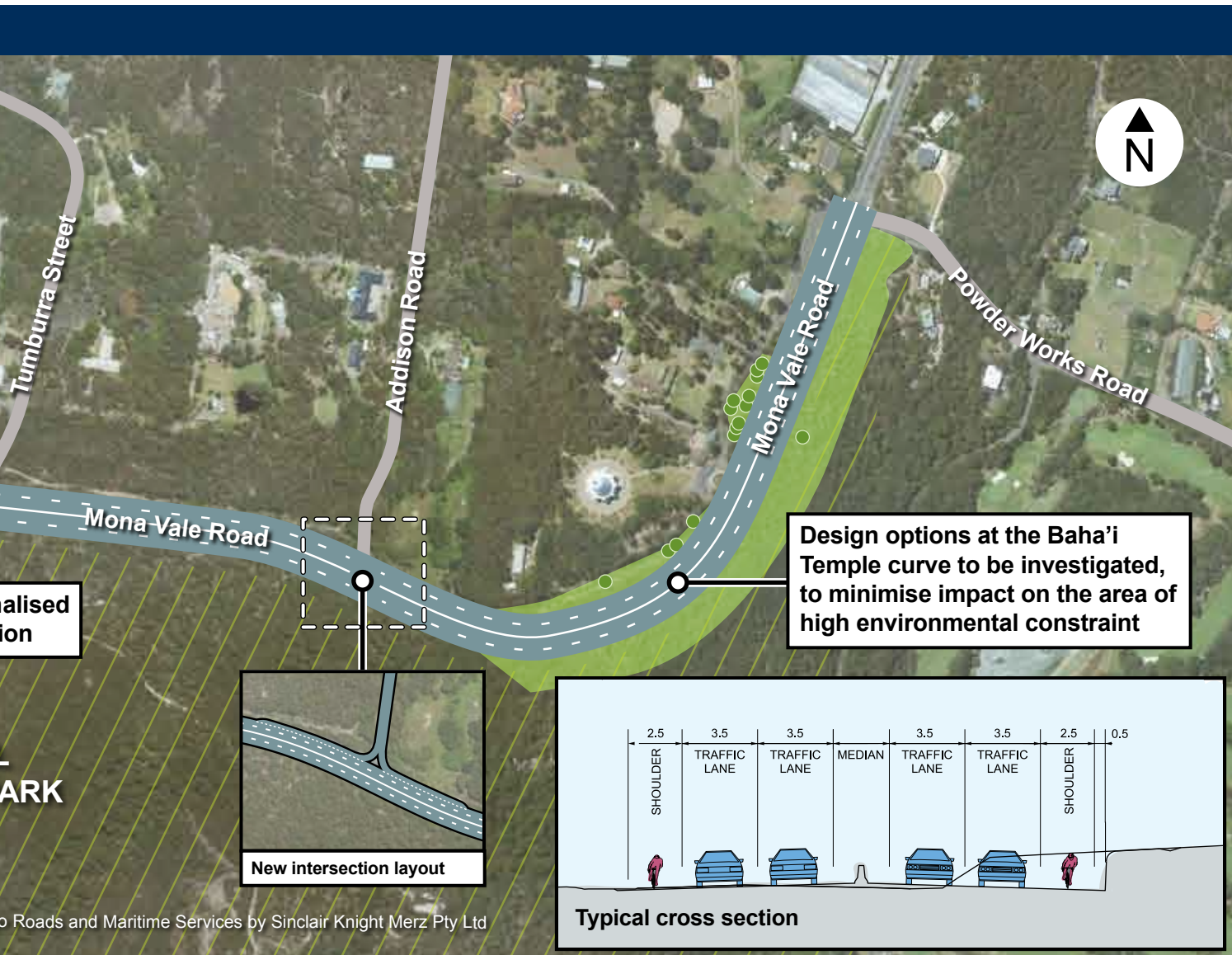
- Avoids the geotechnical constraints east of Kimbriki Road.
- Allows part of the upgrade to be constructed off-line, with associated safety and constructability benefits.

#### Risks

- Building a new road to the north of Mona Vale Road will affect bushland and have an impact on Ku-ring-gai Chase National Park.
- Has the most impact on public utilities and services.

#### Closeup of option 2





**Option 3 – Split carriageway (two lanes using the existing road and two lanes using a new alignment north of Mona Vale Road)**

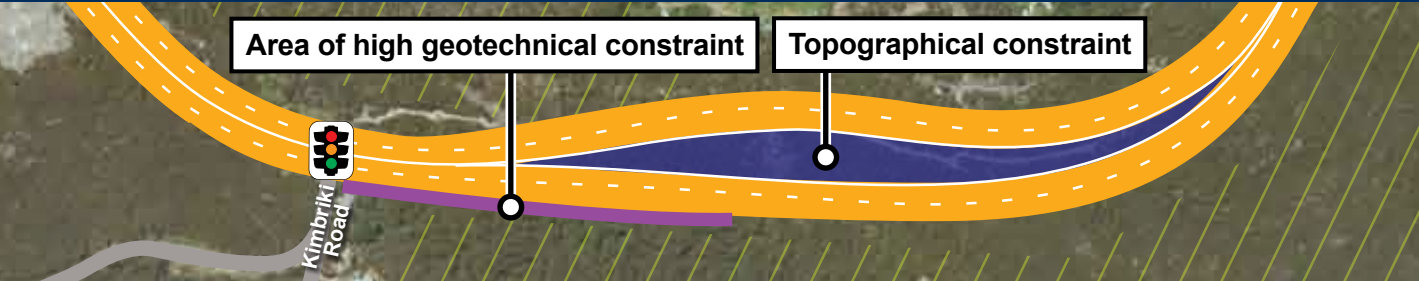
**Opportunities**

- Allows the road to fit more readily into the existing topography.
- Allows part of the upgrade to be constructed off-line, with associated safety and constructability benefits.
- Avoids most of the geotechnical constraints east of Kimbriki Road.

**Risks**

- It would divide the vegetation and create an additional barrier for wildlife movement, and impacts on bushland and the national park.
- Greater construction and maintenance costs.
- Results in the need for an additional road corridor to cater for the split carriageway.

**Closeup of option 3**





## Route options

The development of route options has involved a number of inputs, including field investigations, engineering design, community discussions and technical workshops. This has resulted in three options:

- **Option 1: Existing corridor.**
- **Option 2: Northern alignment.**
- **Option 3: Split carriageway.**

All options generally follow the existing alignment of Mona Vale Road. The key difference relates to the way the options travel around a key topographical constraint within the corridor.

## Design refinements

The three route options are based on designs compiled by RMS. These designs show a generic or typical arrangement for the upgrade, and will be further refined following the selection of a preferred option. The design will then progress through the concept and detail design stages. Opportunities to reduce the road footprint will be identified to minimise the potential impacts to threatened ecological communities and national park land. Some of these measures could include a reduced design speed, retaining walls, viaducts and/or various landscape treatments.

## Selection of a preferred option

The preferred option will need to provide a balance across technical, environmental and social issues to meet the project objectives, taking costs and community concerns into consideration.

The selection of the preferred option will be based on community and stakeholder comments on the route options, the findings of current and further investigations, and the outcomes of a value management workshop.

The value management workshop is one of several inputs to help decide a preferred route and includes participants from the local community, government agencies and councils, as well as various technical representatives. **Nominations for community representatives for the value management process will be invited in early 2013.**

## Selection of preferred option

Display of route options and community discussions

WE ARE HERE

Consideration of submissions

Technical investigations (if required)

Value management workshop

Refinement of option (if required)

Recommend preferred option

Preferred option displayed

## Future steps

Concept design and environmental assessment

Project decision

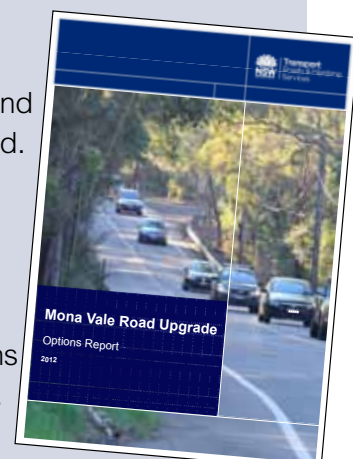
Project implementation

Opportunities for community involvement

## Options Report

An options report provides more detail of the project and why the upgrade is required.

The options report is on the project website [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects). It will also be displayed at several locations (please see the back page).



# Have your say

All comments will be considered when selecting the preferred option. RMS will continue to liaise with the community throughout the project.

## Community information session

RMS values your views about this project and will host a community information session on **Saturday 17 November 2012**.

RMS project team members will be available to answer questions and receive feedback. A formal presentation will not be given, so please feel free to drop in at anytime during the information session:

### Terrey Hills Seniors and Youth Centre

Yulong Road, Terrey Hills  
Saturday 17 November 2012  
Between 10am and 2pm

## Shopping centre display

RMS will host two shopping centre displays where you can drop by and speak to the project team at the following times:

### Belrose Supa Centa

Corner Forest Way and Mona Vale Road, Belrose  
Thursday 8 November  
Between 3pm and 7pm

### Centro Warriewood

12 Jacksons Road, Warriewood  
Thursday 15 November  
Between 3pm and 7pm

## Your written comments

Please send written comments by **Friday 7 December 2012**

Email: [monavaleroad@rms.nsw.gov.au](mailto:monavaleroad@rms.nsw.gov.au)

Mail:

Mona Vale Road Upgrade Development Sydney  
Roads and Maritime Services  
PO Box 973 Parramatta NSW 2124  
Fax 02 8849 2817

## Public display locations

The preliminary concept design options and detailed options report will be on display until **Friday 7 December 2012** at the following locations:

### Mona Vale Library

Park Street, Mona Vale  
Monday to Friday 10am to 6pm  
Saturday 10am to 2pm  
Sunday 1pm to 5pm

### Warringah Mall Library

Shop 650, 2nd Floor Warringah Mall  
145 Old Pittwater Road, Brookvale  
Monday to Wednesday 9am to 5pm  
Thursday 9am to 9pm  
Friday to Saturday 9am to 5pm  
Sunday 10am to 4pm

### Frenchs Forest Motor Registry

Shop 12, Forestway Shopping Centre  
Corner Warringah Road and Forest Way,  
Frenchs Forest  
Monday to Friday 8.30am to 5.00pm  
Saturday 8.30am to 12noon

### Warriewood Motor Registry

Warriewood Square Shopping Centre  
Shop 4, Jackson Road, Warriewood  
Monday to Friday 8.30am to 5.00pm  
Saturday 8.30am to 12noon

## For further enquires

Please contact Nina Kilpinen  
Project Development Manager  
Roads and Maritime Services  
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T 1800 633 332 | E [monavaleroad@rms.nsw.gov.au](mailto:monavaleroad@rms.nsw.gov.au)  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 13 22 13



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