

Bells Line of Road Long Term Strategic Corridor Plan

# Part B – Inputs to the Plan





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## 2 Corridor Objectives

This chapter provides an overview of the objectives for the Bells Line of Road corridor and explains how these objectives are addressed in the Plan.

To set objectives for the Bells Line of Road corridor, Preliminary Objectives were first developed based on key issues identified in previous reports (refer to the *Background Summary and Corridor Objectives Report*, October 2010 – available on the project website [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)). These Preliminary Objectives were then presented to the community for comment through the community involvement described in Chapter 3. While there was much community comment and input regarding how these objectives could be put into practice, general feedback was that the Preliminary Objectives were appropriate to be carried forward (refer to the *Community Issues Report*, June 2012, available on the project website, [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects) for more detail). The Corridor Objectives are described below along with the ways that these have been addressed in the preparation of the Plan:

- > Objective 1: Safety – improve road safety for all road users, including vehicle users, motorcyclists, pedestrians and cyclists.
- > Objective 2: Transport and access – provide an efficient road corridor for moving people and goods.
- > Objective 3: Land use development – respond to present and future land uses.
- > Objective 4: Environment – respect the natural and built environment and community values.

### Objective 1 – Safety

#### **Improve road safety for all road users, including vehicle users, pedestrians and cyclists**

Road safety is a primary objective of any RMS road project. To address this Objective, the Plan:

- > Reviews crash statistics on the Bells Line of Road corridor, as well as the existing corridor conditions, to identify trends and any areas of concern (Chapter 6).
- > Evaluates the existing corridor to identify the types and general locations of potential safety improvements that may require further investigation (Chapters 6, 7 and 8).
- > Recommends an approach to short, medium and long term safety improvements (Chapters 8 and 9).
- > Considers ways to improve the safety of pedestrians and cyclists, particularly around the more populated areas of the corridor (Chapters 7 and 8).

### Objective 2 – Transport and access

#### **Provide an efficient road corridor for moving people and goods**

Transport and access are the primary functions of the Bells Line of Road corridor.

Transport efficiency refers to the speed and reliability with which people and goods can move through and circulate within the corridor. Efficiency can be increased by improving the road alignment, increasing road capacity and reducing delays at intersections. To address this Objective, the Plan:

- > Reviews current capacity and operation (Chapter 4).
- > Reviews expected transport requirements for the corridor, and evaluates these against current capacity (Chapter 4).





The Bells Line of Road corridor includes a range of agricultural land uses.

- > Examines where appropriate connections to the Sydney motorway network (to the east) and the Great Western Highway (to the west) might be located (Chapters 7 and 8).

Access refers to how efficiently traffic can enter the corridor. Accordingly, the Plan:

- > Considers how access for all traffic types may be maintained and supported while minimising impacts on transport efficiency.

### Objective 3 – Land use and development

#### Respond to present and future land uses

An important part of road corridor planning is to ensure that any new or upgraded road is integrated with adjacent land use. Future development of the Bells Line of Road corridor will require consideration of not only existing but also future land use. Accordingly, the Plan:

- > Identifies existing and planned land uses along the corridor, including likely future land use patterns within Sydney's north-west (Chapter 5).
- > Assesses whether these land uses are compatible with road development (Chapter 5).

### Objective 4 – Environment

#### Respect the natural and built environment and community values

The Bells Line of Road corridor is a sensitive natural, social and cultural environment. The benefits to be gained from increasing the transport efficiency of the corridor must be balanced against the cost and potential impacts on the community and the environment.

To achieve this Objective, the Plan:

- > Maps the social and cultural environment of the corridor, including Aboriginal and non-Aboriginal heritage, and scenic and community values. These characteristics are presented on a series of constraint maps, which provides a valuable tool for corridor planning (Chapter 5).
- > Establishes an understanding of how the natural environment could be affected by any future upgrades, acknowledging specific characteristics within the Blue Mountains National Park and Greater Blue Mountains World Heritage Area, as well as areas of natural significance outside designated reserves (Chapters 5 and 7).