

9 Implementation framework

This chapter outlines the next steps to be taken in the planning process for the reservation of a road corridor for a future upgraded Bells Line of Road as well other measures for the short, medium and long term future. It provides a schedule of tasks for the selection of a preferred corridor and a summary of additional work required.

9.1 Overview of the framework

Chapter 8 provides a list of development priorities for the reservation of a road corridor for a future upgraded Bells Line of Road as well other priorities for the short, medium and long term future.

The next steps to achieving this will be guided by an

implementation framework that integrates the different levels of planning and design. This framework is shown in **Figure 9.1**. The key elements are:

- > **Corridor reservation process** – the commencement of the identification and reservation of an upgraded road corridor between Kurrajong Heights and the Sydney motorway network is identified as a short term priority in Chapter 8. The activities to identify the location of the corridor and reserve it are outlined in Section 9.2.
- > **Existing corridor improvement process** – the need for short, medium and long term improvements to the existing Bells Line of Road corridor between North Richmond and Lithgow is another important aspect of this Plan. The tasks required for these improvements are outlined in Section 9.3.

The framework is described in more detail below.

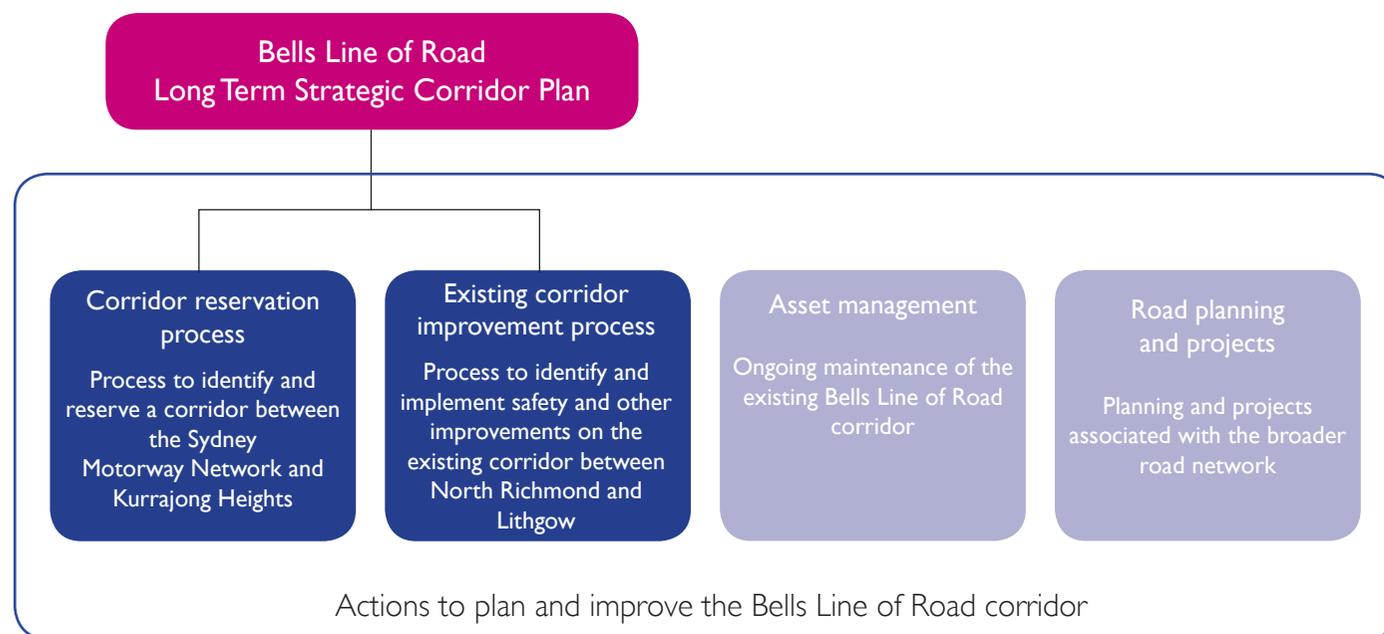


Figure 9.1 Planning and implementation framework

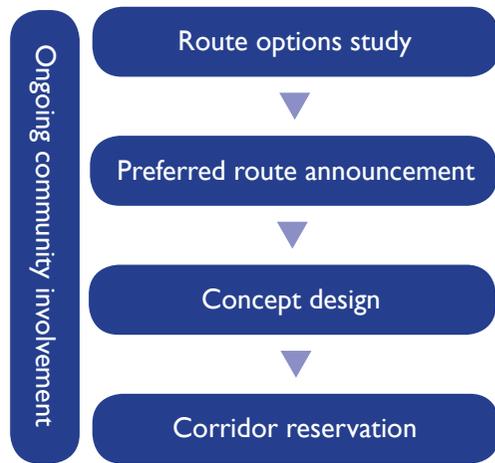


Figure 9.2
Corridor reservation process

9.2 Next steps – corridor reservation process

The need for the reservation of an upgraded road corridor connecting Kurrajong Heights with the Sydney motorway network is established in this Plan. The commencement of planning for the identification of a preferred route and reservation on councils' Local Environmental Plans is identified as a short term priority (0–5 years), and could be expected to continue into the medium term (5–20 years). The construction of an upgraded corridor is expected to be required in the long term (20+ years). Given changing land use in western Sydney and the need to provide certainty for land owners and land use planners, the corridor needs to be identified and reserved well in advance of major construction.

The Plan also identifies that the reservation of an upgraded corridor west of Kurrajong Heights is not a priority, taking into account current land use, transport and policy considerations.

The additional work required to reserve an upgraded road corridor and the timeframes for each planning phase are shown in **Figure 9.2** and described below. It should be noted that the commencement of each phase will be subject to availability of funding and there may be gaps between each phase being undertaken.

Route options study

Timeframe: 2-4 years from engagement of contractor

The purpose of the route options study is to identify and develop feasible route options and, taking into account technical studies and community input, recommend a preferred route for an upgraded road corridor. While Kurrajong Heights and the Sydney Motorway Network have been identified as nominal extents for corridor connections, the specific connection locations would be developed and there would be some flexibility regarding the eastern and western extents of the study area.

The route options study would build on technical investigations undertaken to date and provide more refined analyses of socio-economic, environmental, cultural, and engineering considerations. A number of possible route options would be expected to be generated for community comment. Extensive community, stakeholder and agency consultation would be a fundamental component of this study, with all potentially affected landholders informed as part of the process.

Preferred route announcement

Timeframe: Following conclusion of route options study

The decision on a preferred route is made by the NSW Minister for Roads and Ports, taking into account the recommendations of the route options study. The Minister's decision on a preferred route would be announced to the community, and all potentially affected landholders contacted.

Concept design

Timeframe: 1–1.5 years

Following the announcement of a preferred route, concept design for the route is undertaken in order to set property boundaries for inclusion in councils' Local Environmental Plans as a reserved corridor. This process would involve targeted analyses of socio-economic, environmental, cultural, and engineering considerations. It would also involve detailed discussion with affected landholders, agencies and other stakeholders.

Corridor reservation

Timeframe: In excess of six months depending on status of councils' Local Environmental Plans

The reservation of a future upgraded road corridor can take place once the concept design has been prepared and future property boundaries established. To undertake this process, RMS would write to councils, requesting that the road corridor be included in their Local Environment Plans. Councils would then need to amend existing Local Environmental Plans or include the

corridor in new Local Environmental Plans. These would undergo statutory consultation before being approved by the Minister for Planning and Infrastructure and formally gazetted. Once fully incorporated into Local Environmental Plans, the corridor would be regarded as being reserved.

9.3 Next steps – existing corridor improvement process

In addition to the need to reserve an upgraded road corridor between Kurrajong Heights and the Sydney motorway network, a range of other short, medium and long term improvements have been identified as being required to address the ongoing function and needs of the corridor. The priorities for these improvements are outlined in Chapter 8 of this document.

The additional work required to provide these improvements comprises a series of technical investigations to identify a schedule of improvements that address the needs of the corridor and best represent value for money.

These investigations are described individually below, but may be undertaken concurrently and in an integrated fashion. It should be noted that the commencement of these investigations will be subject to the availability of funding.

9.3.1 Safety review

Timeframe: 6–12 months

The development priorities identified in Chapter 8 include the need for a safety review. The safety review is required to:

- > Identify safety issues within the corridor.
- > Evaluate potential measures to address the safety issues in terms of effectiveness, cost and environmental impact.

- > Identify preferred safety measures in order of priority at a level of detail that will allow incorporation of measures into RMS budget and planning processes.

9.3.2 Overtaking lane review

Timeframe: 6–12 months

The development priorities identified in Chapter 8 include the need for an overtaking lane review. This review is required in order to:

- > Provide a detailed assessment of the adequacy of existing overtaking lanes, including length, geometry, line marking and signage.
- > Identify specific locations (including lengths) for additional overtaking lanes at a level of detail that will allow incorporation into RMS budget and planning processes. This includes the identification of the overtaking lanes between Kurrajong and Mount Tomah that are a short term development priority.
- > Identify improvements required to existing overtaking lanes.
- > Identify priorities for the implementation of new and improved overtaking lanes.

9.3.3 Intersections review

Timeframe: 6–12 months

The development priorities identified in Chapter 8 include the need for an intersection performance review. This review is required to:

- > Provide a detailed evaluation of intersections within the corridor in terms of safety and transport efficiency.
- > Identify the types of improvements that may be implemented to improve intersection performance and safety (including improved sight lines, additional turning lanes and staged crossings).

- > Identify improvements at a level of detail that will allow incorporation into RMS budget and planning processes.
- > Identify priorities for the implementation of intersection improvements.

9.3.4 Access review

Timeframe: 6–12 months

The development priorities identified in Chapter 8 include the need for a review of local access arrangements. This review is required to:

- > Provide a detailed assessment of access characteristics within the corridor, identifying particular safety and transport efficiency issues.
- > Identify opportunities to address safety related access issues within the corridor.
- > Outline a program to improve access arrangements at a level of detail that will allow incorporation into RMS budget and planning processes.
- > Identify priorities for the implementation of access improvements.

9.3.5 Richmond Bridge and approaches congestion study

The Richmond Bridge and approaches congestion study is investigating options that would assist in alleviating traffic congestion at North Richmond. The study is being carried out in two stages:

The Stage 1 study includes:

- > Analysing the current traffic situation in order to identify potential short and medium term solutions.

- > Investigating the structural suitability of the existing bridge for upgrade or widening.

The Stage 2 study includes:

- > Developing of strategic concept design options for Richmond Bridge and approach roads between Richmond and North Richmond for a longer term solution.

9.4 Future reviews of the Long Term Strategic Corridor Plan

This Plan may be reviewed and updated in response to changing transport network characteristics, government policy and/or community values. It may also require updating as development priorities listed in Chapter 8 are implemented and new priorities are identified.

Any review of the Plan would require appropriate consultation with the community, as well as updating of technical inputs to the Plan.