



Oxley Highway to Kempsey

Upgrading the Pacific Highway

HIGHWAY ACCESS STRATEGY

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Roads and Traffic Authority

Pacific Highway Upgrade
Oxley Highway to Kempsey
Highway Access Strategy

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Executive summary

Context

As part of the planning for the remaining undeveloped sections of the Pacific Highway upgrade program the preferred route for the Oxley Highway to Kempsey section was announced on 30 August 2006. Following the announcement of the preferred route, development is proceeding on the concept design and the environmental assessment to establish the basis of the planning approval and budget requirements for the future construction of the highway upgrade.

The concept design is premised on a two stage development of the highway, with the first stage being to an arterial standard and the second stage of the development being to a motorway standard. The broad requirements for the two standards are described below.

As part of this design development an access strategy has been developed for each of the arterial and motorway design standards. The access strategy is the subject of this report.

Purpose of report

The purpose of this report is to set out the access strategy for the highway for each of the arterial and motorway upgrade stages of the Oxley Highway to Kempsey section of the Pacific Highway Upgrade. The development of this strategy is a key step in the development of the concept design of the highway upgrade.

Key program objectives

The key program objectives for the Pacific Highway upgrade project are to:

- ▶ Significantly reduce road accidents and injuries.
- ▶ Reduce travel times.
- ▶ Reduce freight transport costs.
- ▶ Provide a route that supports economic development.
- ▶ Provide best value for money.

Arterial and motorway access objectives

The access strategy developed for the Oxley Highway to Kempsey (OHK) section of the Pacific Highway upgrade has been designed based on a two stage development process including:

- ▶ Arterial standard - two lanes in each direction, posted speed limit of 100 km/h, limited access condition roadway with provision for grade separated access points where appropriate.
- ▶ Motorway standard - two lanes in each direction, a median to accommodate future upgrading to three lanes in each direction, posted speed limit of 110 km/h, controlled access condition roadway with grade separated access points and provision for a continuous alternative route to the upgraded highway.

Access strategy development activities

Following the announcement of the preferred route in August 2006, the project team has undertaken the following consultation activities:

- ▶ Receipt and assessment of public comment following the announcement of the preferred route.
- ▶ An access strategy workshop on 11 September 2006 between the project team and Port Macquarie – Hastings Council to assess the options.
- ▶ Three precinct committee meetings were held for the following sections:
 - Blackmans Point Road to Hacks Ferry Road (28 November 2006).
 - Kundabung (1 March 2007).
 - Telegraph Point (19 July 2007).These meetings provided an opportunity for community members to comment on the interchange options.
- ▶ A service road strategy workshop on 7 March 2007 between the project team and Port Macquarie – Hastings council to assess the options.
- ▶ Various meetings with project stakeholders including community and business interests affected by the highway upgrade.

In preparation for these consultation activities a range of technical assessments were undertaken, including:

- ▶ An overall assessment of the environmental, social and engineering aspects of the location of a number of potential grade separated access locations between Oxley Highway and Haydons Wharf Road.
- ▶ The detailed investigation and assessment of a number of access options in the vicinity of Sancrox Road, Blackmans Point Road, Haydons Wharf Road and Yarrabee Road.
- ▶ The detailed investigation and assessment of a number of options to facilitate both cross highway movement and highway access at Kundabung Road.

Conclusion

The RTA after due consideration has adopted the following highway access strategy for OHK (refer to Map 1 and Map 2):

Oxley Highway to Cooperabung Close

Following consultation and technical assessments the highway in this area is proposed to be upgraded to the motorway standard in the first instance. Significant access and service road features for this upgrade would comprise:

- ▶ An overbridge constructed at Sancrox Road/Fernbank Creek Road located approximately 600 metres south of Sancrox Road with a service road connection from Sancrox Road (west side) to Fernbank Creek Road (east side).
- ▶ Left in / left out only with full deceleration and acceleration lanes and closed median at the Sancrox Road / Fernbank Creek Road intersection.

- ▶ Construction of a new service road from Sancrox Road to Hastings River Drive on the eastern side of the highway.
- ▶ Use of the existing highway as a service road from Hastings River Drive to Haydons Wharf Road.
- ▶ A grade separated access located approximately 500 metres south of Blackmans Point Road with a service road connection to the existing Pacific Highway (north and south), Wharf Road and Blackmans Point Road.
- ▶ A grade separated access at Haydons Wharf Road which will have north facing ramps only. Highway access to and from Telegraph Point from the south will be via the grade separated access point at Blackmans Point Road.
- ▶ Cooperabung Drive will be used as a service road between the Haydons Wharf Road grade separated access and Cooperabung Close (approximate chainage 21000). Wyndell Close will be extended to the Haydons Wharf Road grade separated access to provide the connection between Cooperabung Drive and the upgraded highway.
- ▶ Construct a new access road linking Blackmans Point Road to Bill Hill Road on the eastern side of the highway.

Cooperabung Close to Stumpy Creek

Following consultation and technical assessments the highway in this area is proposed to be upgraded to the arterial standard in the first instance. Significant access and service road features for this upgrade would comprise:

- ▶ An overbridge at Kundabung Road with service road connections to Kundabung Road on the east, Smiths Creek Road on the west and the highway in the north and south direction.
- ▶ Two options providing access to Yarrabee Road have been assessed, namely an at-grade seagull intersection (\$2.0 million) and an underbridge (\$5.0 million) at Yarrabee Road with service road connections to Yarrabee Road on the east. The proposed construction of the underbridge and connections in the first instance is primarily due to safety concerns with the movement of heavy vehicles and the considerable costs involved with retrofitting this facility for the motorway standard upgrade.
- ▶ For the upgrade to motorway standard, construct overbridges at Mingaletta Road and Wharf Road to maintain east-west connection.

Supporting justification for strategy

These recommendations are consistent with the following:

- ▶ Recommendations from the access strategy workshop held on 11 September 2006;
- ▶ Port Macquarie Hastings Council resolution of 27 November 2006;
- ▶ Community feedback;
- ▶ Preliminary traffic assessment;
- ▶ Staging opportunities; and
- ▶ Value for money considerations.

Safety benefits

The highway access strategy also provides net safety benefits for motorists by:

- ▶ Separating local and through traffic where possible. This separation has been provided for travel between Port Macquarie and Telegraph Point.
- ▶ Access to the upgraded highway from Port Macquarie would be via grade separated access points.
- ▶ Grade separation of cross highway movements at Sancrox Road, Blackmans Point Road, Haydons Wharf Road, Yarabee Road and Kundabung Road.
- ▶ Higher safety benefit upon project opening with motorway standard upgrade from Oxley Highway to Cooperabung Close.
- ▶ Substantial consolidation and improvements of at-grade intersection and accesses from Cooperabung Close to Stumpy Creek as part of the initial arterial style upgrade.

Next steps

The proposed next steps for the Oxley Highway to Kempsey project are to:

- ▶ Formally notify Port Macquarie – Hastings Council, and other key project stakeholders of the RTA's highway access strategy.
- ▶ Progress concept design activities for the proposed access points and service roads.
- ▶ Continue dialogue with project stakeholders on the location of grade separated access points and service roads for the Oxley Highway to Kempsey project.
- ▶ Make this highway access strategy available to the public.