Bringelly Road upgrade

Camden Valley Way, Leppington to The Northern Road, Bringelly

The Roads and Traffic Authority (RTA) has commenced planning for the future upgrade of Bringelly Road in conjunction with the development of the South West Growth Centre.

The RTA has developed a concept design for the widening of Bringelly Road from a two lane road to a four lane divided road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

The proposed design is on display for community comment until Friday 19 November 2010.

Background

Bringelly Road is approximately 10 kilometres long and will form one of the arterial road transport corridors within the South West Growth Centre.

There will be significant traffic growth in future years due to residential and commercial development in the South West Growth Centre and nearby areas.

The RTA has commenced the upgrade of Camden Valley Way and has recently displayed the proposed access strategy for the upgrade of The Northern Road to reflect the development of land in the South West.

In December 2009 the RTA displayed an access strategy for the upgrade of Bringelly Road, between Camden Valley Way and The Northern Road.

The map overleaf shows the proposed concept design for the Bringelly Road upgrade incorporating changes to the planned design. These changes are in response to feedback the RTA has received through community comments and suggestions.

The RTA is progressing planning for the Bringelly Road upgrade which is planned to be undertaken in stages in conjunction with the development of precincts, to provide road capacity for the growing population of Sydney’s South West.
Benefits

- Increased capacity for future traffic growth.
- Improved safety for motorists by:
  - Reducing the number of turning movements.
  - Constructing a central median to separate opposing traffic flows.
  - Constructing turning lanes at intersections.
- Improved safety for cyclists and pedestrians by providing an off-road shared path.
- Improved travel times.
- Improved access to the new Leppington railway station and the M5 and M7 motorways.
- Providing access to the future South West Growth Centre precincts along Bringelly Road.
- Improved access and travel times for road freight in Sydney’s South West.
- Providing bus priority capability at traffic lights.
- Improved landscaping.

Features of the project

- An upgrade from a two lane to a four lane divided road with a central median.
- The wide central median will allow for future widening to six lanes, if required in the future.
- An intended posted vehicle speed limit of 80km/h.
- A 3 metre wide off-road shared pedestrian/cyclist path.
- Two metre shoulders.
- Adjustments to public utilities such as gas, electricity and telephone services along the route.
- Bicycle and pedestrian crossing provisions at traffic lights.
- Bus priority capability at traffic lights and indented bus bays on both sides of Bringelly Road.
- Designated turning lanes at traffic lights.
- Temporary U-turn facilities located opposite traffic lights at the upgraded intersections of North Avenue, Jersey Road and Eastwood Road.
- Existing properties on Bringelly Road would continue to have direct left in/left out access until precinct development takes place.

Location map

Bringelly Road: Camden Valley Way to The Northern Road

LEGEND
- Under construction
- Currently being planned

Bringelly Road, west of Kelvin Park Drive.
Frequently asked questions about the Bringelly Road upgrade

Construction

1. Why isn’t the road built before the land is developed? Why can’t the upgrade occur sooner?

The timing for construction will largely be determined by the rate of future land releases and the allocation of funding by the Government. Based upon the forecast traffic demand in the south west area, Camden Valley Way is expected to be upgraded before Bringelly Road.

Access and safety

2. How will upgrading Bringelly Road to four lanes affect property access?

There would be a wide median preventing access to the opposite side of the road to meet road safety requirements. Left in/ left out access would generally be provided at existing driveways and side roads. These arrangements would be maintained until the land is redeveloped.

There would be temporary U-turn facilities located along the route at North Avenue, Jersey Road and Eastwood Road. These U-turn facilities would assist with right turn movements until the upgraded intersections are connected to the future local road network.

3. What is being done to improve safety at the eastern end of Bringelly Road?

The upgrade would improve the road geometry and standard of Bringelly Road, thereby improving safety.

Location of traffic lights and intersections

4. Why are there so many traffic lights along the route, won’t this slow down travel times?

The concept design shows 10 intersections with traffic lights along the 10 kilometres between Camden Valley Way and The Northern Road. This would allow traffic to make safe turning movements into and out of adjacent precincts. With substantial growth and changes being planned to adjacent land uses, this is considered appropriate.

Traffic lights would be coordinated so that traffic flow and travel times are efficient.

5. How do the proposed intersection locations fit with other roads?

The proposed intersections have been located to firstly ensure access to future precinct developments and secondly, maintain the flow of traffic on Bringelly Road. The intersections are generally consistent with the South West Growth Centre structure plan and they utilise existing roads where possible.

A limited number of additional left in/left out intersections may be considered as part of the planning process for residential precincts that is being conducted by the Department of Planning.

6. What is happening at the Leppington Town Centre?

The RTA is working with the Department of Planning and the Transport Construction Authority to ensure that the Bringelly Road upgrade is integrated with the proposed Leppington Town Centre and the South West Rail Link.

What happens next?

[Diagram of project stages]

COMMUNITY COMMENTS ON PROPOSED ACCESS STRATEGY
COMMUNITY COMMENTS ON PROPOSED CONCEPT DESIGN
COMMUNITY COMMENTS ON CONCEPT DESIGN AND ENVIRONMENTAL IMPACT ASSESSMENT
PROJECT APPROVALS SOUGHT FOR THE FINAL CONCEPT DESIGN
DETAILED DESIGN
CONSTRUCTION TO BE UNDERTAKEN IN STAGES

Existing Bringelly Road at South Creek.
Community involvement
The RTA has received community feedback through two community information sessions held in December 2009 for the proposed access strategy for the Bringelly Road upgrade.

A report on the issues raised is available on the RTA website at www.rta.nsw.gov.au.

Community comments will be carefully considered by the RTA in finalising the design and preparing a review of environmental factors.

The RTA will continue to inform the community of this project.

Community information sessions
The RTA values your views about the project and will host two community information sessions on Wednesday 3 November 2010 and Saturday 6 November 2010.

The RTA project team will be available to answer questions and receive feedback.

A formal presentation will not be given, so please feel free to drop in at any time during these information sessions:

- **Leppington Progress Hall**
  Wednesday 3 November 2010
  Between 3pm and 8pm
  123 Ingleburn Road
  Leppington

- **Bringelly Community Centre**
  Saturday 6 November 2010
  Between 10am and 3pm
  Greendale Road
  Bringelly

Display Locations
The concept design will be on display until Friday 19 November 2010 at the following locations:

- **Liverpool Motor Registry**
  Monday to Friday 8.30am to 5pm
  Saturday 8.30am to 12pm
  357 Hume Highway
  Liverpool

- **Narellan Library**
  Monday and Wednesday 9.30am to 8pm
  Tuesday, Thursday and Friday 9.30am to 5pm
  Saturday 9am to 3pm
  Civic Place
  Corner Queen and Elyard streets
  Narellan

- **Narellan Motor Registry**
  Monday to Friday 8.30am to 5pm
  Saturday 8.30am to 12pm
  Shop G1, Narellan Town Centre
  326 Camden Valley Way
  Narellan

Have your say
Please send written comments by Friday 19 November 2010 to:

Emma Davies
Project Development Manager
Infrastructure Development Section
Roads and Traffic Authority
PO Box 973
PARRAMATTA CBD NSW 2124

Or email your comments to:
Emma_Davies@rta.nsw.gov.au

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This map shows the proposed concept design and access arrangements along Bringelly Road. The design includes 10 new intersections with traffic lights, three of which include provision for temporary U-turn facilities at North Avenue, Jersey Road and Eastwood Road. A typical cross section of the road corridor is also shown.

Bringelly Road will be one of the arterial road transport corridors within the South West Growth Centre. The proposed access shown here balances the need for access to future developments along Bringelly Road.

The layout of these intersections may change in response to planning for the area and comments the RTA receives from the community.

Bus facilities
- Concrete median
- Landscaped median
- Shared pedestrian / cyclist path

**LEGEND**

- South Creek: New bridge
- Kelly Street: Left in / left out (closure when land development occurs)
- Allenby Road: Left in / left out (closure when land development occurs)
- North Avenue: Four way intersection with traffic lights and temporary U-turn facility
- Glen Allan Road: Left in / left out (closure when land development occurs)
- King Street: Four way intersection

**Typical cross section of Bringelly Road**

- Westbound carriageway
- Eastbound carriageway
- Shoulder
- Shared use path
- Grass verge
- Median
- Traffic lane

**Bringelly Road upgrade – The Northern Road to King Street**

- proposed intersection layout being investigated as part of The Northern Road upgrade
- Future Kensington Park Drive will be a left in / left out (closure when land development occurs)
- Church Street: Left in / left out (closure when land development occurs)
- Allenby House: Left in / left out (closure when land development occurs)
- Rossmore Public School: Left in / left out (closure when land development occurs)
- Church of Holy Innocents: Left in / left out (closure when land development occurs)
- Bringelly Road: Four way intersection with traffic lights
- Upper Canal: New bridge
- Sydney Canal: Ambrook Road: Four way intersection with traffic lights
- Future Kensington Park Drive: Four way intersection with traffic lights
- Future Kensington Park Drive: Four way intersection with traffic lights
- Cowpasture Road: Realigned three way intersection with traffic lights
- Western Sydney Parklands entrance: Three way intersection with traffic lights to be built by others when required
- Eastern Sydney Parks entrance: Three way intersection with traffic lights
- Browns Road: Three way intersection with traffic lights (previously identified for closure)
- Dickson Road and Fourth Avenue: Four way intersection with traffic lights (previously identified for closure)
- Eastwood Road: Three way intersection with traffic lights (three way intersection with U-turn facility)
- Camden Valley Way/Cowpasture Road: Existing four way intersection would be retained

**Bringelly Road upgrade – King Street to Camden Valley Way**

- Proposed intersection layout being investigated for The Northern Road upgrade
- Future Kensington Park Drive: Four way intersection with traffic lights
- Allenby Road: Left in / left out (closure when land development occurs)
- North Avenue: Four way intersection with traffic lights
- South Creek: New bridge
- Fourth Avenue/Dickson Road: Four way intersection with traffic lights
- Edmondson Avenue/Rickard Road: Four way intersection with traffic lights
- Jermaine Road: Four way intersection with traffic lights
- Jerseys Creek: New bridge
- Fourth Avenue: Four way intersection with traffic lights
- Kelly Street: Left in / left out (closure when land development occurs)
- Allenby Road: Left in / left out (closure when land development occurs)
- North Avenue: Four way intersection with traffic lights and temporary U-turn facility
- Glen Allan Road: Left in / left out (closure when land development occurs)
- King Street: Four way intersection

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