Executive summary

Roads and Maritime Services sought feedback on the Road Network Strategy for the North West Growth Centre (NWGC) from November 2014 to February 2015. The Strategy identified five crossings of the Richmond rail line that are necessary to effectively manage traffic and heavy vehicle movements across the NWGC including:

- Bandon Road, Vineyard (currently a level-crossing of the rail line).
- Garfield Road, Riverstone (currently a level-crossing of the rail line)
- Westminster Street bridge, Schofields (existing two lane local bridge)
- Schofields Road, Schofields (in progress as part of the Schofields Road upgrade)
- Burdekin Road and Townson Road, Quakers Hill (proposed by Blacktown City Council)

To implement the Strategy, we identified and consulted on road network upgrades needed to ensure that the development of the NWGC is supported. The upgrades aim to improve traffic flow within the Riverstone town centre in the short-term, to begin to provide alternative crossings of the Richmond rail line in the short to medium-term, and manage future traffic impacts of the NWGC in the long-term.

Roads and Maritime hosted four community information sessions, which were attended by 98 people. We received 23 comments regarding the Strategy.

There was support for the proposed Bandon Road corridor as well as design suggestions for the proposed short and medium term work.

After considering the community feedback and the general support for the NWGC Road Network Strategy, Roads and Maritime will continue to work with the community, stakeholders and government agencies to develop the individual projects that form part of the short, medium and long-term proposed road network upgrades. This work will include:

- Improving traffic flow within Riverstone town centre and access to Westminster Street bridge
- Planning for the Bandon Road underpass and new road connection between Richmond and Windsor roads
- Completing construction of Schofields Road between Windsor Road and Richmond Road by 2018 to link the Rouse Hill and Marsden Park town centres
- Planning for the upgrade of Garfield Road between Richmond Road and Windsor Road
- Planning for a grade separated rail crossing along the Garfield Road corridor at Riverstone.

Roads and Maritime expects to begin consulting with the community in developing the short term projects in the second half of 2015.
### Contents

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1.0 Introduction

1.1 Background

Riverstone is an integral part of the North West Growth Centre (NWGC). The expected increase in population and development of local employment hubs including Box Hill, Riverstone West and Marsden Park industrial precincts will mean significantly more traffic in the area. This will result in increased congestion on the overall road network, including on Garfield Road and around the Riverstone rail level crossing.

Roads and Maritime Services has previously received feedback from the community on a number of options for grade-separated road crossings of the Richmond rail line within the NWGC. Based on this feedback, and the rapidly changing nature of the NWGC, Roads and Maritime developed the **NWGC Road Network Strategy** to address growth and congestion and sought community feedback from November 2014 until late February 2015.

The primary aim of the Strategy is to identify the crossings of the Richmond rail line necessary to effectively manage traffic and heavy vehicle movements in the NWGC.

The NWGC Road Network Strategy:

- Addresses feedback Roads and Maritime has received from the community within the NWGC
- Supports immediate needs and long-term impacts of the NWGC
- Was developed based on the findings of a traffic and transportation study
- Had input from key stakeholders including representatives of the Department of Planning and Environment, Transport for NSW, Blacktown City Council, Hawkesbury City Council and Roads and Maritime, along with NSW Member of Parliament the Member for Riverstone
- Identifies the need for five grade-separated crossings of the Richmond rail line:
  - Bandon Road, Vineyard (currently a level-crossing of the rail line).
  - Garfield Road, Riverstone (currently a level-crossing of the rail line)
  - Westminster Street bridge, Schofields (existing two lane local bridge)
  - Schofields Road, Schofields (in progress as part of the Schofields Road upgrade)
  - Burdekin Road and Townson Road, Quakers Hill (proposed by Blacktown City Council)

1.2 The proposal

Roads and Maritime consulted the community and stakeholders about road network upgrades that would need to be implemented to deliver the NWGC Road Network Strategy and ensure that development of the NWGC is supported.

The road network upgrades would be delivered in three key phases, subject to funding being available.

**Proposed short-term work**

In this phase, Roads and Maritime proposes to:

- Work with Blacktown City Council to develop local plans to improve traffic flow within Riverstone town centre and access to Westminster Street bridge
- Begin planning for the Bandon Road railway underpass and link between Windsor Road and Richmond Road
• Work with the Department of Planning and Environment and Blacktown City Council to reserve a road corridor along Garfield Road between Richmond Road and Windsor Road for future widening
• Complete the Schofields Road upgrade, between Windsor Road and Richmond Road by 2018 to link the Rouse Hill and Marsden Park town centres.

Proposed medium-term work

In this phase, Roads and Maritime proposes to:

• Build the Bandon Road underpass of the Richmond rail line and create a new road connection between Richmond Road and Windsor Road
• Close the railway level crossings at Bandon Road and Level Crossing Road.

Subject to funding, this work is expected to take place when about 25 per cent of the NWGC is developed.

Proposed long-term work

In this phase, Roads and Maritime proposes to:

• Upgrade Garfield Road between Richmond Road and Windsor Road
• Build a grade separated rail crossing along the Garfield Road corridor at Riverstone

Subject to funding, this work is expected to take place when about 75 per cent of the NWGC is developed.
2.0 Consultation approach

2.1 Consultation objectives

Roads and Maritime carried out consultation from November 2014 on the Strategy with an aim to:
- Provide regular and timely information to community and stakeholders about the road network strategy for the North West Growth Centre (NWGC)
- Provide clear and concise information and ensure consistent messages
- Ensure impacts on community members and stakeholders are evaluated and this information is then used to enhance engagement and consultation.

2.2 How consultation was done

Community members and stakeholders were encouraged to provide their feedback at information sessions and to the project team via mail, email or telephone. The community and stakeholders were informed about the proposal and consultation through a number of avenues including:
- Community update
- Door knocking
- Roads and Maritime website
- Newspaper advertisements
- Display posters set up at local venues
- Community information sessions.

3.0 Consultation report

3.1 Overview

Community update
Roads and Maritime distributed about 17,000 copies of community update (Appendix A) in November 2014. Distribution areas (see Appendix C) included:
- Annangrove
- Berkshire Park
- Bligh Park
- Box Hill
- Marsden Park
- McGraths Hill
- Mulgrave
- Nelson
- Oakville
- Rouse Hill
- Scheyville
- Schofields
- Shanes Park
- South Windsor
- Riverstone
- Vineyard

The community update was also available to view and download on the project webpage on Roads and Maritime website.
Door knock
The project team door knocked directly affected residents and businesses on Garfield Road East, Castlereagh Street, Loftus Street, Victoria Street and Bandon Road between Friday 7 November and 13 November.

Roads and Maritime website update
The project page for the NWGC Road Network Strategy was updated with information about the project in November 2014. This website provided all relevant information about the project, including:
- A copy of the community update (November 2014)
- Summary report of the Traffic and Transport study
- Location map
- Contact details for all written correspondence
- Project team’s contact details
- Next stages of the project.

This webpage will continue to be updated to provide information to the community and stakeholders as the projects progress. This can be viewed at the following link

Newspaper advertisements
Roads and Maritime placed advertisements (Appendix B) in local newspapers including:
- Hawkesbury Gazette, 12 and 19 November 2014
- Rouse Hill Times, 12 and 19 November 2014
- Blacktown City Sun, 11 and 18 November 2014

The advertisement included information on the NWGC Road Network Strategy, information sessions and invited feedback.

Display posters
A display poster (Appendix D) invited members of the community to view the NWGC road network strategy from Friday 9 November until late February 2015 at:
- Riverstone Library
- Blacktown City Council office
- Vinegar Hill Memorial Library

Copies of the community update were also left at these locations.

Community information sessions
Roads and Maritime hosted four community information sessions, which were attended by 98 people.

People were able to view the NWGC road network strategy, ask questions and have discussions with the designers and project team.

Meetings were held on:
Saturday 15 November 2014, at the Riverstone Neighbourhood Centre
- About 24 people attended
Tuesday 18 November 2014, at Vineyard Church
- About 21 people attended
Thursday 20 November 2014, at Marsden Park Public School
- About 13 people attended
Saturday 22 November, at Rouse Hill Town Centre in the town square
- About 40 people attended
### 3.2 Feedback summary and Roads and Maritime response

We received 23 comments in response to the strategy and there was support for the proposed Bandon Road corridor as well as design suggestions for the short and medium term work. We have collated the community’s feedback and responded in the table below.

<table>
<thead>
<tr>
<th>Comment</th>
<th>Sub-comment</th>
<th>Description</th>
<th>Roads and Maritime’s response</th>
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<tbody>
<tr>
<td><strong>Support for the proposal</strong></td>
<td>Support for the proposed short-term work</td>
<td>• Support to reduce congestion around Westminster Street bridge&lt;br&gt;• Support work in the town centre while the level crossing remains open&lt;br&gt;• Support Schofields Road.</td>
<td>Thank you for your comments. Support for the proposed short-term work has been noted.</td>
</tr>
<tr>
<td></td>
<td>Support for the Bandon Road proposal</td>
<td>• Support to build Bandon Road&lt;br&gt;• Bandon Road should be prioritised</td>
<td>Thank you for your comments. Support for the Bandon Road proposal has been noted.</td>
</tr>
<tr>
<td><strong>Acquisition concern</strong></td>
<td>Affect resale value</td>
<td>• The medium-term proposal creates uncertainty related to property values for Bandon Road</td>
<td>As the projects that make up the Strategy are generally in the early stages of development, it is too early to assess the impacts on individual properties in detail. The Department of Planning and Environment is in the process of rezoning the land around Bandon Road as part of the Vineyard Precinct. This rezoning would have some affect on property values. Roads and Maritime will seek to avoid or minimise impacts where possible. Roads and Maritime staff will discuss potential impacts with affected property owners as part of the concept design and environmental assessment process, and, where required, start the</td>
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<td>Roads and Maritime’s response</td>
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| Business impact      | Riverstone Town centre | • Timeline for long-term work could have an impact on the Riverstone town centre  
                           • Riverstone CBD needs to be upgraded.                                      | Roads and Maritime has noted your concerns and will forward these to Blacktown City Council, which are developing a Master Plan for the Riverstone Town Centre. |
|                      |                        |                                                                             |                                                                                                       |
| Truck routes through / around Riverstone | Creating an alternative route for heavy vehicles | • Support for removing trucks out of the Riverstone town centre  
                           • Put weight limits on Garfield Road East and West and West Parade to restrict heavy vehicles | Once complete, the medium-term projects would provide primary alternative routes for heavy vehicles including Schofields and Bandon roads. Garfield Road West will provide access for heavy vehicles to the Riverstone West precinct. Garfield Road will provide access for heavy vehicles servicing the Riverstone town centre. |
<p>| | | | |
|                      |                        |                                                                             |                                                                                                       |
| Noise and pollution  | Noise mitigation for Bandon Road | • Noise mitigation for properties on Bandon Road, particularly between Richmond Road and Vineyard Station | Mitigation measures for properties identified to have noise impacts will be considered in accordance with Roads and Maritime policy on road traffic noise mitigation. |
|                      |                        |                                                                             |                                                                                                       |
| Effects on schools   |                        | • Concerned about traffic on Bandon Road near Vineyard Primary School        | Roads and Maritime Services will work with the Department of                                                                                           |</p>
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<tr>
<td>Traffic congestion</td>
<td></td>
<td>• Traffic congestion is caused by the traffic lights near the level crossing on Garfield Road.</td>
<td>Roads and Maritime will continue to work with Blacktown City Council to develop local short-term strategies to improve traffic flow within the Riverstone town centre and access to Westminster Street bridge. Schofields Road Stage 2 (between Tallawong Road and Veron Road), is expected to open to traffic in early 2017, weather permitting, and will provide another grade separated, east-west crossing of the Richmond rail line. Work on Schofields Road Stage 3 located between Veron Road and Richmond Road is scheduled to start in early 2016 and be completed in 2018. The medium and long term stages of the NWGC Road Network Strategy aim to alleviate traffic congestion by providing two additional grade separated crossings of the rail line.</td>
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<td>• How will traffic be managed in Riverstone town centre?</td>
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<td>• What other projects are proposed on the local road network in Riverstone?</td>
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<td>Roads and Maritime’s response</td>
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<tr>
<td>Schofields Road</td>
<td></td>
<td>• Schofields Road should be completed as soon as possible</td>
<td>Roads and Maritime is currently building Schofields Road Stage 2 between Tallawong and Veron roads. This work will see Schofields Road upgraded to a four lane road, with the capacity to be widened to six lanes in the future. As part of this upgrade, Schofields Road will pass under the Richmond rail line near Schofields railway station and connect to Veron Road. This will create another grade separated, east-west crossing of the rail line. Schofields Road Stage 2 is scheduled to be open to traffic in early 2017, weather permitting. Work on Schofields Road Stage 3 between Veron Road and Richmond Road is scheduled to start in early 2016 and be completed in 2018.</td>
</tr>
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</table>
| Design suggestions | Proposed short-term work | • The traffic lights at the rail level crossing in Riverstone should be removed  
• Link West Parade to Bridge Street  
• Build a roundabout at the intersection of Westminster Street bridge and Railway Terrace  
• Provide an alternative route via Grange Avenue | Roads and Maritime is working with Blacktown City Council to develop short-term plans to improve traffic flow within Riverstone town centre and access to Westminster Street bridge. |
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<td>Additionally, Roads and Maritime is currently building Schofields Road Stage Two which will provide an alternative east-west crossing of the Richmond rail line.</td>
</tr>
<tr>
<td>Proposed medium-term work</td>
<td>Alternative alignments for Bandon Road</td>
<td>As part of this Road Network Strategy, Roads and Maritime is planning to build an underpass of the railway at Bandon Road and create a new road connection between Richmond Road and Windsor Road.</td>
<td></td>
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<td></td>
<td>Connect Bandon Road to:</td>
<td>Roads and Maritime will continue to work with the Department of Planning and Environment, Transport for NSW, Blacktown City Council, Hawkesbury City Council, the community and stakeholders to develop this proposal. This will include consideration of the capacity of the link and connections to the surrounding road network.</td>
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<tr>
<td></td>
<td>• Railway Road South</td>
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<td></td>
<td>• The Riverstone West Business Park</td>
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<td>• Fairey Road, South Windsor</td>
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<td>• Construct Bandon Road as a four lane road with the capacity to expand to six in the future.</td>
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<td></td>
<td>• Preserve land at the intersections of Bandon Road with Windsor/Richmond roads for a future interchange</td>
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<td>Rail line</td>
<td>A rail over the road could prevent the town being divided from its western side</td>
<td>Roads and Maritime will continue to work with the Department of Planning and Environment, Transport for NSW, and Blacktown City Council and assist in development of the Riverstone Master Plan for the future of the town.</td>
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<td></td>
<td>Duplicate the Railway from Schofields Station to beyond Riverstone Station</td>
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<td></td>
<td>Widen the Westminster Street bridge</td>
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<td>Roads and Maritime has considered elevating the railway line, however</td>
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<td>Roads and Maritime’s response</td>
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<td>this was considered unviable. Westminster Street bridge currently has a five tonne load limit. There are no plans at this stage to widen the bridge. Roads and Maritime has forwarded the comments to Transport for NSW and Blacktown City Council for their consideration.</td>
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</table>
| Consultation process | • Did not receive the community update in time to attend one of the information sessions  
• Why wasn’t a detailed report released responding to the community’s feedback  
• Consultation with the wider community about local traffic concerns should be carried out  
• The ‘report’ doesn’t refer to the resident’s suggestion to extend Westminster Street to Richmond Road/Garfield Road intersection | Roads and Maritime distributed about 17,000 copies of the community update to residents and businesses in and around the North West Growth Centre from 7 November 2014 to provide information about the strategy as well as the information sessions.  
Roads and Maritime advertised the information sessions in the *Hawkesbury Gazette* and *Rouse Hill Times* on the 12 and 19 November and the *Blacktown Sun* on 11 and 18 November.  
An article was published in the *Northern News (Rouse Hill)* on the 13 November promoting the information sessions and another in the *Blacktown Sun* on the 18 November which also promoted the sessions. |
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<td>The community update included contact details for the project team so the team could respond to any additional questions from the community.</td>
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<td>As the NWGC Road Network Strategy was displayed in November 2014, Roads and Maritime extended the consultation period to about 12 weeks, eight weeks longer than our normal consultation period.</td>
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<td>The community’s feedback on the Strategy is being summarised in this report.</td>
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<td>Roads and Maritime will continue to consult with the community and stakeholders as the Strategy develops.</td>
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<td>• Resident wishes to join any working group focusing on revitalising the Riverstone town centre.</td>
<td></td>
<td>Thank you for your feedback. We will forward your details onto Blacktown City Council, which is developing the Master Plan for Riverstone Town Centre.</td>
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<tr>
<td>Requesting more information</td>
<td>General</td>
<td>• How many heavy vehicle movements is Roads and Maritime expecting on the upgraded Bandon Road</td>
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<td>• How will the realignment of Bandon Road affect property rezoning</td>
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<td>• Why aren’t the Loftus/Victoria Street options being considered?</td>
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<td>• What is the preferred alignment for the Garfield Road corridor?</td>
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<td>• What work is planned to cater for new developments in the area?</td>
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<td>• What is the timeframe for these proposals?</td>
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<td>• What provisions are being made for active transport?</td>
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<td>• Who is building the Burdekin Road/Townson Crossing and when will it be built?</td>
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<td>• How will Westminster Street link to Garfield Road West?</td>
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| **Technical** | | • Will there be an opportunity to fill flood affected land?  
• Will the proposed link road between Bandon Road to Richmond Road be subject to flooding during one in 100 year flood events and, if so, what actions are proposals to cater for traffic flows during such events?  
• How is Roads and Maritime working with Blacktown City Council to prevent traffic on local streets near the level crossing? | Roads and Maritime will continue to work with Blacktown City Council and Department of Planning and Environment, and the State Emergency Service to plan for flood events.  
In the long-term, when the Garfield Road grade-separated crossing is constructed, it will have enough capacity to encourage non-local traffic to stay on state roads. |
<p>| Faster decisions should be made/indecision is slowing down the project | | • Disappointed a decision hasn’t been made about replacing the railway level crossing in Riverstone | Roads and Maritime has identified the NWGC Road Network Strategy for short, medium and long-term works to enable the removal of the rail level crossings within the NWGC. |</p>
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| Grade separation at Garfield Road |             | • Opposed to any grade separated crossing using the Garfield Road corridor  
• Opposed to an overpass at Garfield Road  
• Level crossing should remain open as it is one of the safest in the area  
• What will be the impacts on Riverstone town centre and surrounding residential areas from this proposed long term project proposal? | The Riverstone railway level crossing will be replaced by a grade-separated crossing at Garfield Road in the long-term.  

The North West Growth Centre and Riverstone Corridor traffic study confirmed the need for a combination of a northern corridor and a central Riverstone corridor based on future traffic demand.  

This road network combination would provide relief to southern routes including Schofields Road and would accommodate traffic increases as the North West Growth Centre develops.  

Once construction is complete, the Road Network Strategy projects will provide five crossings of the Richmond railway line including:  
• Bandon Road, Vineyard (currently a level-crossing of the rail line).  
• Garfield Road, Riverstone (currently a level-crossing of the rail line)  
• Westminster Street bridge, Schofields (existing two lane local bridge)  
• Schofields Road, Schofields (in progress as part of the Schofields Road upgrade) |
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<td></td>
<td>Burdekin Road and Townson Road, Quakers Hill (proposed by Blacktown City Council).</td>
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<td>Garfield Road West will provide a vehicle connection between Richmond Road and Riverstone West precinct. Garfield Road will provide access for heavy vehicles servicing the Riverstone town centre.</td>
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<td>As part of the Road Network Strategy for the North West Growth Centre, Road and Maritime is planning a grade-separated crossing of the Richmond rail line at Garfield Road in the long term. Roads and Maritime propose that this work would take place when 75 per cent of the North West Growth Centre is developed.</td>
</tr>
<tr>
<td>Does not support short-term work</td>
<td>A connection between Westminster Street and Garfield Road West would create another rat run and not alleviate traffic</td>
<td>Roads and Maritime is working with the Department of Planning and Environment and Blacktown City Council to develop a road network to meet the expected demand.</td>
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| Impact of the proposed Bandon Road | • Would the proposed underpass at Bandon Road force vehicles to detour to Windsor Road when travelling between Mulgrave and Vineyard  
• Is the proposed medium term Bandon Rd corridor subject to the future development of lands between the Richmond rail line and Richmond Road?  
• How will the Bandon Road corridor be funded?  
• What will the Bandon Road corridor look like, for example, cross section | Once construction is complete, the Road Network Strategy projects will provide five crossings of the Richmond railway line including:  
• Bandon Road, Vineyard (currently a level-crossing of the rail line).  
• Garfield Road, Riverstone (currently a level-crossing of the rail line)  
• Westminster Street bridge, Schofields (existing two lane local bridge)  
• Schofields Road, Schofields (in progress as part of the Schofields Road upgrade)  
• Burdekin Road and Townson Road, Quakers Hill (proposed by Blacktown City Council). | Roads and Maritime will work closely with the Department of Planning and Environment and Blacktown City Council to define the proposed Bandon Road corridor with appropriate locations to connect into the local road network.  
At this stage, it is too early to provide details on how the corridor |
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<tbody>
<tr>
<td>Cumulative impacts</td>
<td></td>
<td>• Multiple projects being planned without a common understanding of the area or linking to a big picture.</td>
<td>Roads and Maritime staff are continuing to work with the Department of Planning and Environment, and Transport for NSW to ensure the NWGC Road Network Strategy is aligned with and supports development in the North West Growth Centre.</td>
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<td>• Transport plan including road and rail for the Hawkesbury region</td>
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<td>• What other plans are Roads and Maritime considering as part of the proposed network strategy?</td>
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<tr>
<td>Business impact (other)</td>
<td>Traffic</td>
<td>• Traffic will deter business in the Hills and Hawkesbury areas</td>
<td>Roads and Maritime displayed the NWGC Road Network Strategy in November 2014 to support the current and future development of the NWGC.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td>• Upgrade Windsor Road/ Old Windsor Road between Garfield Road Box Hill and Fitzwilliam Road, Old Toongabbie</td>
<td>Thank you for your suggestions. Blacktown City Council called for expressions of interest to help them prepare an urban renewal Master Plan for the Riverstone Town Centre in March 2015. We will pass your details onto Blacktown City Council.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Council should share their plans for the Riverstone town centre</td>
<td>As part of Richmond Road Upgrade Stage 2, Grange Avenue will have left-in and left-out access for traffic. Schofields Road Upgrade Stage 3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Planning of the M9 corridor</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Proposed Marsden Park North precinct plans should be available at the same time as the road network strategy for the NWGC</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Grange Avenue needs its own set of lights</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Current plans for Grange Avenue do not take into consideration how frequently the road is used</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• What work is proposed to be implemented in</td>
<td></td>
</tr>
<tr>
<td>Comment</td>
<td>Sub-comment</td>
<td>Description</td>
<td>Roads and Maritime’s response</td>
</tr>
<tr>
<td>---------</td>
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<td>-------------</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>relation to Grange Ave, Westminster St and Bridge St, Schofields in the immediate/short term to relieve the current congestion problems occurring at the intersections of Railway Terrace/Westminster Street, Westminster Street/Bridge Street and Grange Avenue/Richmond Road</td>
<td>recently received funding for construction. Once open to traffic, Schofields Road will connect from Veron Road to Richmond Road. Traffic lights will be built at the intersection of Schofields Road and Richmond Road. The Road Network Strategy does not address or pre-empt the future Outer Sydney Orbital. Roads and Maritime will continue to work with Blacktown City Council and the Department of Planning and Environment to develop the NWGC road network to meet expected traffic demand.</td>
</tr>
</tbody>
</table>
4.0 Decision

After considering the community feedback and the general support for the NWGC road network strategy, Roads and Maritime as decided to continue to develop the individual projects that form part of the short, medium and long-term proposed road network upgrades. This work will include:

- Improving traffic flow within Riverstone town centre and access to Westminster Street bridge
- Planning for the Bandon Road underpass and new road connection between Richmond and Windsor roads
- Completing construction of Schofields Road between Windsor Road and Richmond Road by 2018 to link the Rouse Hill and Marsden Park town centres
- Planning for the Garfield Road upgrade between Richmond Road and Windsor Road
- Planning for a grade-separated rail crossing along the Garfield Road corridor at Riverstone.

5.0 Next steps

We will continue to work with the community, stakeholders and government agencies during planning and construction of these projects. Roads and Maritime expects to begin consulting with the community on individual projects in the second half of 2015.
6.0 Appendix

Appendix A – Community update

Proposed road network strategy for the North West Growth Centre

The NSW Government is funding the development of a road network strategy in response to the North West Growth Centre (NWGC), which is expected to expand to about 200,000 new residents in the next 20–30 years. That’s nearly equivalent to the population of Wollongong, NSW’s third largest city.

Riverstone is an integral part of the NWGC and the expected increase in population and development of local employment hubs including Box Hill, Riverstone West and Macquarie Park Industrial precincts will mean significantly more traffic in the area. This will result in increased congestion on the overall road network, including on Garfield Road and around the rail level crossing.

Roads and Maritime Services has developed a road network strategy to address this growth and congestion and we are seeking your feedback until February 2015.
About the strategy
The primary aim of the road network strategy developed by Roads and Maritime is to identify the crossings of the Richmond railway line necessary to effectively manage traffic and heavy vehicle movements across the NWGC.

The strategy:
- Addresses feedback Roads and Maritime has received from the Riverstone community.
- Supports immediate needs and long-term impacts of the NWGC.
- Was developed based on the findings of a traffic and transportation study (the Summary Report of the Traffic and Transport study is available online).
- Had input from key stakeholders including the Member for Riverstone and representatives of the Department of Planning and Environment, Transport for NSW, Blacktown City Council, Hawkesbury City Council and Roads and Maritime.

The road network strategy identifies the need for five grade-separated crossings of the Richmond Rail line north of Quakers Hill Parkway:
- Burdekin Road, Quakers Hill (planned)
- Westminster Street bridge, Schofields (existing with limited capacity)
- Schofields Road, Schofields (in progress as part of the Schofields Road upgrade project, see page 5)
- Garfield Road, Riverstone (currently a level-crossing of the rail line)
- Bandon Road, Vineyard (currently a level-crossing of the rail line).

Road network strategy for the North West Growth Centre
The map opposite identifies the grade-separated crossings highlighted in the strategy as necessary to support the current and future development of the NWGC.

Roads and Maritime has previously sought feedback from the community on a number of options including grade-separated crossings at Loftus and Victoria streets. Loftus and Victoria streets were eliminated as because of the likely environmental, social and heritage impacts and possible impacts to the already-zoned precincts in the NWGC.

The locations of the new crossings were selected in consultation with key stakeholders, with consideration of the community feedback already received and the traffic and transport study carried out by Roads and Maritime.

About the new crossings needed
A crossing at Bandon Road was identified as the most suitable option because:
- The area is flatter, which would be easier for heavy vehicles to use. A crossing at Victoria Street would be steeper and would be less efficient for heavy vehicles.
- It would provide a route for heavy vehicles away from the Riverstone town centre. This was a community preference, expressed during consultation.
- It could be developed as part of the precinct planning currently being carried out by the Department of Planning and Environment for Vineyard and Marsden Park North precincts.
- It could directly connect to the already approved intersection at Richmond Road, reducing traffic congestion on Garfield Road West and creating an additional direct east-west connection between Windsor Road and Richmond Road.

The traffic study takes into account the completion of a new crossing at Bandon Road, and the other three grade-separated crossings of the rail line.

This assessment found that in the longer term, a grade-separated crossing of the railway line at Garfield Road would still be required in the future to meet the traffic demand of the fully developed NWGC.

This work would take place in about 20 years time once the population reaches about 150,000, which is about 75 per cent of the NWGC’s capacity.
Proposed road network strategy for the NWGC
Delivering on the strategy
Rocks and Maritime has identified the road network upgrades needed to implement the strategy and ensure the development of the NWGC is supported. The proposed road network upgrades would be delivered in three key phases, subject to funding being available.

Proposed short-term work to improve traffic flow within Riverstone town centre
- Work with Blacktown City Council to develop local strategies to improve traffic flow within Riverstone town centre and access to Westminster Street bridge.
- Begin planning for the Bandon Road underpass/link between Windsor Road and Richmond Road.
- Work with the Department of Planning and Environment and Blacktown City Council to reserve a road corridor along Garfield Road between Richmond Road and Windsor Road for future widening.

Roads and Maritime will also complete work on Stage Two of the Schofields Road upgrade between Tallawong Road and Veron Road during this period, which will create one of the required grade-separated crossings of the railway line for traffic travelling east-west.

Proposed medium-term work to provide alternative routes for heavy vehicles
- Complete Stage Three of the Schofields Road upgrade between Veron Road and Richmond Road. Linking the grade-separated crossing provided in Stage Two of the Schofields Road upgrade to Richmond Road.
- Build the Bandon Road underpass and create a new road connection between Richmond Road and Windsor Road.
- Close the railway level crossings at Bandon Road and Level Crossing Road.

Roads and Maritime will continue working with the community and the Department of Planning and Environment to define the Bandon Road corridor.

Proposed long-term work to manage future traffic impacts of the NWGC
To manage future traffic impacts for Riverstone and the wider north-west Sydney community, Roads and Maritime is proposing to:
- Upgrade Garfield Road between Richmond Road and Windsor Road.
- Build a grade separated rail crossing in the Garfield Road corridor.

This work would take place in 20 years time when about 75 per cent of the NWGC is developed.

Have your say
Roads and Maritime values your views and will host four community information sessions in November 2014 at various locations detailed on the back page. A formal presentation will not be given so please feel free to drop in at any time during these sessions.

We welcome your feedback on the proposed road strategy for the NWGC until February 2015. Roads and Maritime will continue to work with the community, the Department of Planning and Environment and the local councils to develop the proposal.

Community consultation
Community feedback has been integral to the development of the proposed road network strategy for the NWGC.

During consultation about the proposed overpass in 2013 and 2014, the community highlighted their concerns about the current traffic congestion in Riverstone and heavy vehicles travelling through the town centre. Roads and Maritime also received feedback about the impact of an overpass on community amenity, local businesses, schools and property.

In response to the community’s comments, Roads and Maritime expanded the scope of the project and developed the proposed strategy to address traffic congestion and heavy vehicle movements.
Other projects in the area

Richmond Road
Richmond Road is being upgraded between north of Bells Creek Bridge, Colebee to the South Creek floodplain. The road is being widened from two lanes to four lanes with provision for six lanes in the future.

Stage One between Bells Creek and Townson Road is complete and open to traffic. Work has begun on Stages Two and Three between Townson Road and 900 metres north of Garfield Road West and is expected to be complete in 2016.

The upgrade of Richmond Road from north of Garfield Road West to the South Creek floodplain at Marsden Park will take place as neighbouring development progresses.

Schofields Road
Schofields Road is also being upgraded which will form a major east-west link from Rosehill and Marsden Park.

Stage One between Windsor Road and Tallawong Road is now complete. Work has begun on Stage Two between Tallawong Road and Veron Road. Planning is well advanced for Stage Three work between Veron Road and Richmond Road.

Construction will commence on Stage Three following completion of design and when funding is available.
Our Planning Process

- REVIEW AND SUMMARISE PROJECT HISTORY
- REVIEW VIABLE OPTIONS
- COMMUNITY CONSULTATION ON VIABLE OPTIONS
- CONSIDERATION OF SUBMISSIONS AND ADDITIONAL INVESTIGATIONS

WE ARE HERE

- ANNOUNCEMENT OF STRATEGIC ROAD NETWORK PROPOSAL

- INVESTIGATIONS ON BANDON ROAD AND LOCAL TRAFFIC IMPROVEMENTS IN RIVERSTONE

CONSULTATION WILL BE CARRIED OUT SEPARATELY FOR SHORT, MEDIUM AND LONG TERM WORK, BUT WILL FOLLOW THE SAME PROCESS

- COMMUNITY CONSULTATION ON PRELIMINARY CONCEPT DESIGN

- ENVIRONMENTAL ASSESSMENT

- COMMUNITY CONSULTATION ON CONCEPT DESIGN AND ENVIRONMENTAL ASSESSMENT

- PROJECT APPROVAL FOR THE FINAL CONCEPT DESIGN

- DETAILED DESIGN

- CONSTRUCTION IN STAGES

Display locations

The proposed road strategy for the NWGC will also be on display at:

- Riverstone Library
  1st Floor, Marketown, Corner of Market Street and Riverstone Parade, Riverstone NSW 2765

- Blacktown City Council
  62 Flushcombe Road, Blacktown NSW 2148

- Vinegar Hill Memorial Library
  9 Main Street, Rouse Hill Town Centre NSW 2155

Community information sessions

- SATURDAY 15 NOVEMBER 11am – 2pm
  Riverstone Neighbourhood Centre
  Sam Lane Community Complex
  Park Street, Riverstone NSW 2765

- TUESDAY 18 NOVEMBER 5pm – 8pm
  Vineyard Church
  357 Windsor Road, Vineyard NSW 2765

- THURSDAY 20 NOVEMBER 5pm – 8pm
  Marsden Park Public School
  361-363 Garfield Road West
  Marsden Park NSW 2765

- SATURDAY 22 NOVEMBER 9am – 12pm
  Rouse Hill Town Centre, Town Square
  White Hart Drive
  Rouse Hill NSW 2155

For further information

If you need further information please contact us on:

Email: RiverstoneNWGC@rms.nsw.gov.au
Phone: 1300 367 561
Mail: Riverstone NWGC
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

Roads and Maritime Services
Privacy: Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by Roads and Maritime Services at 59 Derby Street, Newcastle NSW 2300. You have the right to access and correct the information if you believe that it is incorrect.

This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1300 660 275. The interpreter will then assist you with translation.

RMS/PUB 14.497
Appendix B – Advertisement

NSW Government
Transport Roads & Maritime Services

Proposed road network strategy for the North West Growth Centre
Community information sessions

The NSW Government is funding the development of a road network strategy in response to the North West Growth Centre, which is expected to expand to about 200,000 residents in the next 20-30 years.

Roads and Maritime Services has developed a road network strategy to address this growth and current traffic congestion and we now seek your feedback. Please visit us to find out more and provide your feedback at one of our community information sessions on:

- **Saturday 15 November from 11am to 2pm**
  Riverstone Neighbourhood Centre
  Sam Lane Community Complex
  Park Street, Riverstone NSW 2765
- **Tuesday 18 November from 5pm to 8pm**
  Vineyard Church
  357 Windsor Road, Vineyard NSW 2765
- **Thursday 20 November from 5pm to 8pm**
  Marsden Park Public School
  361-363 Garfield Road West
  Marsden Park NSW 2765
- **Saturday 22 November from 9am to 12pm**
  Rouse Hill Town Centre, Town Square,
  White Hart Drive
  Rouse Hill NSW 2155

Formal presentations will not be given, so please feel free to drop in anytime. Alternatively, you can view the strategy online at rms.nsw.gov.au/nwgc

For more information or to provide your feedback call: 1300 367 561,
email RiverstoneNWGC@rms.nsw.gov.au
or visit rms.nsw.gov.au/projects
Appendix C – Distribution map
Appendix D – Display poster

Proposed road network strategy for the North West Growth Centre

NOVEMBER 2014

Roads and Maritime Services has developed a proposal that focuses on addressing the immediate concerns of the Riverstone community as well as the long-term impacts of the North West Growth Centre.

The proposal has three key stages:

- Proposed short-term work to improve traffic flow within Riverstone town centre
- Proposed medium-term work to provide alternative routes for heavy vehicles
- Proposed long-term work to manage future traffic impacts of the North West Growth Centre.

Community information sessions

Roads and Maritime values your views about the project and will host four community information sessions where you can drop in and speak to the project team.

Saturday 15 November 11am – 2pm
Riverstone Neighbourhood Centre
Sam Lane Community Complex
Park Street, Riverstone NSW 2765

Tuesday 18 November 5pm – 8pm
Vincyard Public School
4 Bandon Rd, Vineyard NSW 2765

Thursday 20 November 5pm – 8pm
Marsden Park Public School
301-303 Garfield Rd West
Marsden Park NSW 2765

Saturday 22 November 9am – 12pm
Rouse Hill Town Centre
White Hart Drive
Rouse Hill NSW 2155

Have your say

Comments are invited until February and should be sent to:
Riverstone NWGC
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

Or email your comments to: RiverstoneNWGC@rms.nsw.gov.au

For further information

If you need further information please contact us on:

Email: RiverstoneNWGC@rms.nsw.gov.au
Phone: 1300 367 561
Mail: Riverstone NWGC
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

Web: www.rms.nsw.gov.au/projects and follow the link to “Sydney West” programs.