Executive summary

The Mulgoa Road/Castlereagh Road corridor is a State arterial road and one of two main access routes between the developing areas of Penrith and the M4 Motorway.

Following the announcement to start planning for the upgrade of the Mulgoa Road/Castlereagh Road corridor in February 2015, investigations, consultation and a value management workshop were held to identify a preferred option. The preferred option connects 6.5 kilometres of road between Glenmore Parkway, Glenmore Park and Andrews Road, Penrith. The corridor upgrade has been divided into short, medium and long term work, to be developed and delivered over a 20 year period, subject to funding.

The preferred option for the upgrade was exhibited for consultation between 19 April 2017 and 19 May 2017 and includes:

- three lanes in each direction
- upgraded intersections – including traffic light intersections at Andrews Road, Coreen Avenue and Glenmore Parkway
- bus priority at intersections
- provision for a pedestrian/cycle path on the eastern side
- a footpath on the western side
- landscaping along the corridor.

During the consultation period Roads and Maritime Services (Roads and Maritime) received 34 submissions on the preferred option. One submission was received from Penrith City Council, and 33 submissions were received from community members. These submissions have been considered by Roads and Maritime and responses to this feedback are outlined within this community consultation report.

Key issues raised by the community during the consultation include:

- construction impact (noise and access)
- operational impact and the need for noise reduction/noise walls
- loss of vegetation and compensation
- public transport alternatives to the widening of the road
- emergency vehicle access
- objection to the introduction of more traffic lights on Mulgoa and Castlereagh roads
- impact on proposed developments along Mulgoa and Castlereagh roads
- comments on the design and the preferred route.

In response to the feedback received, some changes have been made to the preferred option displayed in April 2017 and the road corridor has been finalised.

An additional objective has been added to the project in response to comments about the number of access points on to Mulgoa Road. This objective is:

- to limit the number of access points on to Mulgoa Road to facilitate the efficient movement of traffic.
Way forward

This Community Consultation Report responds to the issues raised during the consultation period. Roads and Maritime will request Penrith City Council to incorporate the corridor in the council’s Local Environment Plan and will use the finalised road corridor for future planning of the Mulgoa Road/Castlereagh Road corridor.

Issues highlighted by stakeholders and the community will be further considered through the next phase of the Mulgoa Road/Castlereagh Road corridor upgrade. Further planning of Stage 1 between Jeanette Street and Blaikie Road has started and the community will be consulted when the concept design and Review of Environmental Factors (REF) have been prepared. Planning and development for stages 2 to 6 are dependent on additional funding.
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1 Background and proposal

1.1 Background
Mulgoa Road/Castlereagh Road is a State arterial road and one of two main access routes between Penrith and the M4 Motorway. Mulgoa Road and The Northern Road connect Penrith Local Government Area, including the Penrith Central Business District, with other parts of greater Sydney. The corridor carries significant traffic volumes during peak periods.

There are a number of current and proposed developments served by Mulgoa Road/Castlereagh Road that will increase population, employment and traffic congestion in the area. These include Penrith Panthers Entertainment precinct, Penrith Station, Riverlink precinct, Penrith Stadium, Penrith Lakes and the Penrith Homemaker Centre, as well as the urban land releases at Glenmore Park and Thornton.

Following the announcement to start the planning of the proposed Mulgoa Road/Castlereagh Road corridor upgrade in February 2015, Roads and Maritime began investigations and technical studies to develop possible corridor options. The options development process included traffic modelling, technical and specialist contributions and consideration of strategic design goals. Roads and Maritime also invited feedback and local knowledge from the community and key stakeholders including Transport for NSW and Penrith City Council.

In October 2015, a value management workshop was held with representatives from Penrith City Council, Penrith Valley Chamber of Commerce and specialist consultants. At the workshop each option was evaluated and then considered by Roads and Maritime in the selection of the preferred option.

Following this process, Roads and Maritime selected the preferred option and invited the community to provide feedback in April and May 2017.

1.2 The Preferred Option – the Proposal
The Mulgoa Road/Castlereagh Road corridor upgrade preferred option connects 6.5 kilometres of road between Glenmore Parkway, Glenmore Park and Andrews Road, Penrith. This preferred option would provide an upgrade and widening of the road to reduce traffic congestion and improve traffic flow at intersections.

The corridor upgrade has been divided into short, medium and long term work which would be developed and delivered over a 20 year period, subject to funding.


Features of the option include:

- three lanes in each direction
- upgraded intersections – including traffic light intersections at Glenmore Parkway, Andrews Road, and Coreen Avenue

6 | Mulgoa Road / Castlereagh Road corridor upgrade - Consultation Report April 2018
- bus priority at intersections
- provision for a pedestrian/cycle path on the eastern side
- a footpath on the western side
- landscaping along the corridor
- delivery of the upgrades to be done in stages.

The location of the upgrade and staging plan is shown in Figure 1-1 below. The key features and benefits of the proposal are shown in Figure 1-2.
The preferred option would provide the following benefits:

- improve road capacity to cater for population and employment growth
- manage congestion and delays along Mulgoa Road/Castlereagh Road during peak periods
- reduce travel times and transport costs
- improve road safety for all users
- improve the movement of goods and trucks
- improve access to public transport
- provide safe and effective pedestrian and cycling infrastructure
- improve urban design and visual aspects of the road corridor.

Figure 1-2: Mulgoa Road / Castlereagh Road Corridor Upgrade map
2 Consultation approach

2.1 Consultation objectives
The preferred option for the Mulgoa Road/Castlereagh Road corridor upgrade was placed on display for community comment from Wednesday 19 April to Friday 19 May 2017.

The purpose of the community consultation was to:

- inform community members and stakeholders about the Mulgoa Road/Castlereagh Road corridor upgrade preferred option
- provide information about next steps in the project
- seek comment, feedback, ideas and suggestions from the community to be considered prior to developing a concept design for Stage 1 of the upgrade between Jeanette Street and Blaikie Road
- provide an opportunity for the community to meet with the project team to ask questions and provide feedback on the preferred option
- build a database of community members and stakeholders for Roads and Maritime to engage with through the development of the Mulgoa Road/Castlereagh Road corridor upgrade.

2.2 Values
The following values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

Customer focus - We place the customer at the centre of everything we do
Collaboration - We value each other and create better outcomes by working together
Solutions - We deliver sustainable and innovative solutions to NSW’s transport needs
Integrity - We take responsibility and communicate openly
Safety - We prioritise safety for our people and our customers.

2.3 Method of Consultation
A number of events and consultation activities were delivered so members of the community could learn more about the Mulgoa Road/Castlereagh Road corridor upgrade, meet the project team, and have their say. A list of the key activities implemented is in (Table 2-1).

Community members were encouraged to provide feedback, leave comments and make submissions at information sessions or via mail, email or phone contact with the project team. The community was able to contact Roads and Maritime and leave comments and submissions by:

Email mulgoaroadupgrade@rms.nsw.gov.au
Phone 1800 733 084
Mail Mulgoa Road/Castlereagh Road Corridor upgrade, PO Box 973 Parramatta NSW 2124
Table 2-1: Consultation activities

<table>
<thead>
<tr>
<th>Tool/activity</th>
<th>Reached</th>
<th>Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Media Release (Appendix A)</td>
<td></td>
<td>A media release (Appendix A) was distributed to all major Sydney and Penrith publications on 19 April 2017 encouraging local community members and stakeholders to get involved in the consultation process. This resulted in coverage in the Penrith Press, Western Weekender, Penrith City Gazette and Channel 10.</td>
</tr>
<tr>
<td>Newspaper advertisements (Appendix B)</td>
<td></td>
<td>A total of six newspaper advertisements appeared in local papers between 20 April 2017 and 4 May 2017 to raise awareness of the consultation and information sessions. Publications included: Penrith Press (20 and 27 April) St Marys and Mt Druitt Star (25 April and 4 May) Penrith Western Weekender (21 and 28 April)</td>
</tr>
<tr>
<td>Community update newsletter (Appendix C)</td>
<td>16,000</td>
<td>A community update newsletter was distributed via a letterbox drop to 16,000 local properties. Refer to Appendix D for a map of the distribution area.</td>
</tr>
<tr>
<td>Door knock</td>
<td>120</td>
<td>More than 120 properties were doorknocked in April 2017 prior to the distribution of the community update to ensure residents and businesses in proximity to the upgrade were aware of the preferred option. A copy of the community update was left with them.</td>
</tr>
<tr>
<td>Sorry we missed you (Appendix D)</td>
<td>36</td>
<td>Where the property owner/occupant was doorknocked but not at home a ‘Sorry we missed you’ flyer was left informing the property owner/occupant that someone from the project team had tried to make contact. Thirty-six of the properties doorknocked were left a ‘Sorry we missed you’ flyer as we were unable to speak with anyone at the property.</td>
</tr>
<tr>
<td>Letter</td>
<td>180</td>
<td>Letters were sent to 180 stakeholders advising them of the preferred option and possible impact.</td>
</tr>
<tr>
<td>Webpage (Appendix E)</td>
<td></td>
<td>The project webpage was updated on 19 April with the latest project information including the community update newsletters and how to submit feedback. A total of 3,420 unique page visitors were recorded during the consultation period. <a href="http://www.rms.nsw.gov.au/MulgoaRoadCastlereaghRoad">www.rms.nsw.gov.au/MulgoaRoadCastlereaghRoad</a></td>
</tr>
<tr>
<td>Stakeholder briefings</td>
<td></td>
<td>A briefing was held with Penrith City Council in March 2017.</td>
</tr>
<tr>
<td>Email</td>
<td>351 emails</td>
<td>Direct emails were sent from Roads and Maritime to 351 stakeholders (community members and groups), local Members of Parliament (MPs) and</td>
</tr>
</tbody>
</table>
other government stakeholders to raise awareness of the consultation and information sessions for the project.

<table>
<thead>
<tr>
<th>Community information sessions</th>
<th>Four community information sessions were held in April and May 2017 as per the details below:</th>
</tr>
</thead>
</table>
|                               | **Thursday 27 April, 5-8 pm**  
|                               | North Penrith Community Centre  
|                               | 66B Illawong Avenue, Kingswood |
|                               | **Saturday 29 April, 10am-1pm**  
|                               | Joan Sutherland Performing Arts Centre  
|                               | 597 High Street |
|                               | **Wednesday 3 May, 4-7pm**  
|                               | Penrith Library Theatrette  
|                               | 601 High Street, Penrith |
|                               | **Saturday 6 May, 10am-1pm**  
|                               | Cambridge Park Hall  
|                               | 97 Oxford Street, Cambridge Park |
|                               | A total of 93 people were recorded as attending the community information sessions:  
|                               | • 40 attendees for Thursday 27 April  
|                               | • 25 attendees for Saturday 29 April  
|                               | • 19 attendees for Wednesday 3 May  
|                               | • 9 attendees for Saturday 6 May.  
|                               | However, not all attendees signed in individually; about 17 stakeholders did not register their individual attendance at the information sessions. |

| Static displays | Information about the upgrade was available at Penrith City Council Library |

## 2.4 Consultation response summary

A total of 34 submissions were received during the consultation period including one submission received from Penrith City Council.

The top issues identified through submissions during the display of the preferred option were:

- construction impact (noise and access)
- operational impact and need for noise reduction/noise walls
- loss of vegetation and compensation
- public transport alternatives to widening the road
- emergency vehicle access
- objection to introduction of more traffic lights on Mulgoa Road/Castlereagh Road
- impact on proposed developments along Mulgoa and Castlereagh roads
- comments and suggestions on the design and the preferred route
- lack of consultation.

These issues and concerns have been summarised and responded to by Roads and Maritime in Table 2.2.

### 2.5 Changes to displayed option in response to feedback

Following the receipt of feedback Roads and Maritime has made the following adjustments to the displayed option (Refer to Figure 2.1):

- change in design south of Glenmore Parkway to use the existing road preservation and remove the impact to property
- introduction of a median on Glenbrook Street to restrict the right turn into Peter Court and prevent rear-end incidents while accessing Peter Court
- further investigation is required for the alignment along Hatchinson Crescent, Huron Place and Peter Court
- further investigation is required for the alignment outside the Grey Gums Hotel property to allow for the reinstatement of the access from Mulgoa Road into the property
- minor adjustments to median and verges to be cohesive with the proposed development by Panthers
- further investigation is required for the Union Road intersection and, if required, changes will be considered in consultation with Penrith City Council.
Figure 2-1: Proposed changes to the displayed option (refer to sketches A, B & C in Appendix G – Changes to Displayed Option)
### 2.6 Stage 1-6 Issues and Responses

Table 2-2 details the issues raised from the submissions received during the consultation period and Roads and Maritime response.

#### Table 2-2: Issues and responses

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Sub-issue</th>
<th>Issues raised</th>
<th>Roads and Maritime Response</th>
</tr>
</thead>
</table>
| Environmental impact | Noise from construction and operation                                       | Noise from work in proximity to residences, especially night work will cause sleep disturbance.  
Noise from traffic especially with the road being widened and increased traffic due to widening – need to install noise walls. | Roads and Maritime will undertake a Noise and Vibration Impact Assessment as part of the environmental assessment during the concept development phase of the project.  
The study will measure background noise and model the impact of construction and road noise on businesses and properties located next to and around Mulgoa Road. It will identify properties for further investigation and/or those to be considered for noise mitigation measures.  
Roads and Maritime will work closely with residents who may be affected by noise impact identified in the Noise and Vibration Impact Assessment.  
This will be displayed as part of the Review of Environmental Factors (REF), which the community will have an opportunity to comment on during consultation for the REF.  
|                    | Removal of buffer of trees between Hatchinson Crescent and Mulgoa Road in front of residences, increasing noise and impact from construction | Roads and Maritime will conduct a Biodiversity Impact Assessment as part of the environmental assessment for Stage 1 of the project between Jeanette Street and Blaikie Road. This will consider any potential impact to flora and fauna during construction and operation of the widened road. The biodiversity assessment would identify the significance of the impact and inform the next phase of design.  
If vegetation needs to be removed, landscaping will take place to replace the removed flora.  
Removal of vegetation will also be accounted for in the environmental assessment, including any noise impacts |
<table>
<thead>
<tr>
<th>Issue category</th>
<th>Sub-issue</th>
<th>Issues raised</th>
<th>Roads and Maritime Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of vegetation</td>
<td>Concern about loss of mature gum trees in front of Grey Gums Hotel.</td>
<td>Roads and Maritime is aware the community values the gum trees next to Mulgoa Road and will endeavour during design to minimise the impact and to retain as many of the trees as possible. A Biodiversity Impact Assessment will be conducted as part of the environmental assessment for the project to consider any potential impact to flora and fauna during construction and operation of the widened road. The biodiversity assessment would identify the significance of the impact to existing flora and fauna and provide recommendations to minimise or mitigate these impacts. If vegetation needs to be removed, landscaping will take place to replace the removed flora. Landscaping would include planting in the road corridor to soften the impact of the widened road. Roads and Maritime will work with Penrith City Council to ensure appropriate treatments are provided.</td>
<td></td>
</tr>
<tr>
<td>Pollution</td>
<td>Concern about pollution during and after construction.</td>
<td>An assessment of air quality will take place as part of the environmental assessment. This process identifies the potential air quality impact during construction and suitable mitigation measures. Roads and Maritime is committed to improving air quality by effectively managing the NSW roads and traffic system. We are working on a range of cleaner air initiatives to improve vehicle and fuel standards, reduce vehicle emissions and to promote greener transport alternatives. For further details please visit the website at: <a href="http://www.rms.nsw.gov.au/about/environment/air">www.rms.nsw.gov.au/about/environment/air</a>.</td>
<td></td>
</tr>
<tr>
<td>Community engagement</td>
<td>Lack of information and inadequate notification.</td>
<td>Consultation about the preferred option was conducted as per details in Section 2.3. This will be ongoing for Stage 1 between Jeanette Street and Blaikie Road as the design progresses and an environmental assessment is carried out. Further consultation will be carried out as part of the planning of future stages.</td>
<td></td>
</tr>
<tr>
<td>Property impact</td>
<td>Property access</td>
<td>In the planning of infrastructure projects, Roads and Maritime actively seeks to avoid or mitigate potential impact where reasonable and practical. This includes potential impact to private property. Roads and Maritime will work closely with residents who may be affected by the impact to their property. Roads and Maritime have contacted and will continue to work with affected property.</td>
<td></td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue</td>
<td>Issues raised</td>
<td>Roads and Maritime Response</td>
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<tr>
<td></td>
<td></td>
<td>lane and other infrastructure. Reduced access due to removal of roundabouts and/or proposed raised medians</td>
<td>owners as the project proceeds and more detail is known. Further consultation with impacted property owners will be carried out as part of the planning of future stages. Consultation with Penrith City Council is ongoing to provide measures to improve access.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provision for proposed developments along Mulgoa Road by Panthers Group and Penrith City Council</td>
<td>Roads and Maritime has consulted with Panthers management about their development proposal and adjustments have been made to the displayed option. Consultation will be ongoing as a part of the planning of future stages. Roads and Maritime is consulting with Penrith City Council about the developments proposed on Council sites. Consultation will be ongoing as a part of the planning of future stages.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Request to move alignment slightly to allow better access for property being redeveloped</td>
<td>This feedback has been incorporated with a minor change in design to use the existing road reservation and remove the impact to property.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Request to provide a slip lane to access property located on Batt Street</td>
<td>Requests by individual property owners will be considered on a case-by-case basis and, if reasonable and feasible, will be accommodated. Further consultation with impacted property owners will be carried out as part of the planning of future stages.</td>
</tr>
<tr>
<td>Property acquisition</td>
<td></td>
<td>Incorrect information provided about acquisition, leading to financial loss</td>
<td>Roads and Maritime actively seeks to avoid or mitigate potential impact where reasonable and practical. When Roads and Maritime consults with the community, the information provided is correct at the time the consultation is carried out. Consultation is ongoing to ensure the property owner is compensated for the property acquisition in line with the process governed by the <em>Land Acquisition (Just Terms Compensation) Act 1991</em> (NSW) and amendments to the act.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue</td>
<td>Issues raised</td>
<td>Roads and Maritime Response</td>
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</tr>
<tr>
<td>Property value</td>
<td>Those properties left behind after acquisition will have a six-lane highway in front of them, devaluing the property</td>
<td>The Property Acquisition process is governed by the <em>Land Acquisition (Just Terms Compensation) Act 1991</em> (NSW) which provides the basis for assessing compensation. Roads and Maritime acquires and pays compensation for properties directly impacted by the project. There is no provision to acquire properties which are not directly impacted and not required for the road upgrade. Roads and Maritime will continue to work with all property owners and stakeholders along the project alignment in order to manage impact during construction and operation.</td>
<td></td>
</tr>
<tr>
<td>Design</td>
<td>Traffic flow will not improve</td>
<td>More traffic signals on Castlereagh Road at Coreen Avenue and Andrews Road would not help improve traffic flow</td>
<td>With the proposal to widen Mulgoa and Castlereagh roads to three lanes in each direction, traffic modelling suggests the upgrade of these intersections from roundabouts to traffic light intersections would improve traffic flow. Traffic lights on the corridor will be managed by SCATS (Sydney’s Coordinated Adaptive Traffic System) to optimise traffic flow across the whole corridor.</td>
</tr>
<tr>
<td>Proposal to join Peter Court and Huron Place</td>
<td>Concerns this quiet cul-de-sac could potentially becoming a safety risk and rat run</td>
<td>Feedback about this aspect of the proposal is noted and Roads and Maritime will undertake further analysis as part of the Stage 1 upgrade between Jeanette Street and Blaikie Road. Residents and Council will be consulted as part of the concept design and REF development of the Stage 1 upgrade.</td>
<td></td>
</tr>
<tr>
<td>Proposal to join Peter Court and Huron Place</td>
<td>Rear end incidents possible due to right turn into Peter Court from Glenbrook Street.</td>
<td>Introduction of a median on Glenbrook Street to restrict the right turn into Peter Court and prevent rear-end incidents while accessing Peter Court.</td>
<td></td>
</tr>
<tr>
<td>Proposals for intersection improvement</td>
<td>The intersection at Spencer Street should be upgraded to have a dedicated left turn (northbound) lane and a combined</td>
<td>This issue will be further investigated during the preparation of the concept design and REF for Stage 1 between Jeanette Street and Blaikie Road.</td>
<td></td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue</td>
<td>Issues raised</td>
<td>Roads and Maritime Response</td>
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<tr>
<td></td>
<td></td>
<td>straight through/right turn (southbound) lane. This is required especially if the Factory Street connection to Mulgoa Road is changed to ban left-out movements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Consideration should be given to allow right hand turns from Mulgoa Road northbound into Blaikie Road/Toys R Us etc.</td>
<td>This issue will be further investigated during the preparation of the concept design and REF for Stage 1 between Jeanette Street and Blaikie Road.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The tunnel from Mulgoa Road into the Homemaker Centre (Wolseley Road) works well. Putting all the traffic on the surface will worsen the traffic and further traffic studies are required.</td>
<td>It is not feasible to retain the underpass and widen the road without adversely impacting properties. Traffic modelling has confirmed the intersection proposed at this location will meet the demand for turning movements into the Homemaker Centre.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue</td>
<td>Issues raised</td>
<td>Roads and Maritime Response</td>
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</tr>
<tr>
<td>Loss of parking</td>
<td>Parking loss with introduction of bus lanes, active transport links and other infrastructure</td>
<td>Generally the project does not impact on-street parking along Mulgoa and Castlereagh roads. Loss of parking on private property will be considered on an individual basis during the property acquisition process. The environmental assessment will assess traffic and socio-economic impact including any loss of parking and available alternatives. This will also be considered as part of the planning of future stages.</td>
<td></td>
</tr>
<tr>
<td>Road surface</td>
<td>The current road surface is not of a good quality</td>
<td>The driving surface of the road will be new after the upgrade is completed and will provide an improved driving experience over current conditions.</td>
<td></td>
</tr>
<tr>
<td>Speed limit</td>
<td>What is the proposed speed limit?</td>
<td>The current speed limit of 60 kilometres per hour will be maintained after the upgrade.</td>
<td></td>
</tr>
<tr>
<td>Pedestrians and cyclist access</td>
<td>How will pedestrians and cyclists get safely to bus stops?</td>
<td>Provision for cyclists and pedestrians on the eastern side of the road and a pedestrian footpath on the western side of the road will be provided along the corridor. Staged crossings are included in the design to allow the safe passage for pedestrians and cyclists across Mulgoa and Castlereagh roads. Bus stops will generally be located near the staged crossings at intersections.</td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td>Safety of residents in close proximity to a high speed road</td>
<td>The road being closer to residences will reduce safety. The design of the project will be completed in accordance with Australian design standards and will be subject to a road safety audit, ensuring the design is safe for all road users. This will also consider the safety of the surrounding community in their interactions with the road reserve.</td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td>Safety of school children</td>
<td>The intersection will be designed to allow school children to cross safely to/from the bus stop. Staged crossings are included in the design to allow the safe crossing across Mulgoa at this intersection. All current pedestrian movements will be maintained at this intersection.</td>
<td></td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue</td>
<td>Issues raised</td>
<td>Roads and Maritime Response</td>
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</tr>
<tr>
<td>Alternative to road widening</td>
<td>Request to look at public transport options</td>
<td>Light rail should be looked at as an option with the increasing population of the area</td>
<td>Currently, there are no plans for a light rail network in the Penrith area.</td>
</tr>
<tr>
<td>Bypass Penrith</td>
<td>An extension from the M7 to the cross roads at Londonderry would bypass Penrith</td>
<td>This is outside the scope of this project. Other projects which are under consideration – such as the Bells Line of Road - Castlereagh Connection and the Outer Sydney Orbital investigate the merits of bypassing Penrith. Visit the Transport for NSW website for further information - <a href="https://www.transport.nsw.gov.au/projects/current-projects/bells-line-of-road-castlereagh-corridor-study">https://www.transport.nsw.gov.au/projects/current-projects/bells-line-of-road-castlereagh-corridor-study</a>.</td>
<td></td>
</tr>
<tr>
<td>Timing of project</td>
<td>Timing and funding is unknown beyond Stage 1</td>
<td></td>
<td>Funding has been allocated for Stage 1 of the Mulgoa Road/Castlereagh Road corridor upgrade, between Jeanette Street and Blaikie Road and the Jane Street and Mulgoa Road infrastructure upgrade. The overall upgrade has been divided into short, medium and long term projects based on the future traffic demand. Roads and Maritime will continue to review projects based on traffic demand and funding priorities.</td>
</tr>
<tr>
<td>Length of construction</td>
<td>How long with construction last for</td>
<td></td>
<td>It is expected construction will start in 2020 for the Stage 1 upgrade between Jeanette Street and Blaikie Road and is likely to take about two years.</td>
</tr>
<tr>
<td>Issues raised by Penrith City Council</td>
<td>Design and Urban Form</td>
<td>Preferred Option Report does not reference the “Vision For Mulgoa Road” Analysis Working Paper (June 2015) Proposal needs to use Roads and Maritime policy for urban design approach “Beyond the Pavement” urban design policy.</td>
<td>The preferred option considered the “Vision for Mulgoa Road” in conjunction with Roads and Maritime Services’ “Beyond the Pavement” urban design policy.</td>
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<td></td>
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<td></td>
<td>Roads and Maritime will continue to work with Council to progress these plans for the different stages as relevant. Roads and Maritime commissioned an urban design specialist to carry out studies to consider the visual impact and landscape character along the Mulgoa Road/Castlereagh Road corridor.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue</td>
<td>Issues raised</td>
<td>Roads and Maritime Response</td>
</tr>
<tr>
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<tr>
<td>Traffic and Transport</td>
<td>SIDRA to be used as per Roads and Maritime Traffic Modelling Guidelines 2013 and hence an intersection assessment report be amended to reflect this</td>
<td>Noted.</td>
<td></td>
</tr>
<tr>
<td>Road Widening - Local</td>
<td>Four treatments proposed by Council</td>
<td>Roads and Maritime will consider all options, including Council's submission, in determining the preferred access strategy during the next phase of design.</td>
<td></td>
</tr>
<tr>
<td>Connections to proposed development</td>
<td>Council has requested for a provision for access to future developments</td>
<td>Roads and Maritime will work with Council to finalise the best transport outcome. Further investigation is required for the Union Road intersection and if required, changes will be considered in consultation with Penrith City Council.</td>
<td></td>
</tr>
<tr>
<td>Bus Services</td>
<td>Ensure widening options allow separate space for Disability Discrimination Act (DDA) complying boarding points, and bus shelters</td>
<td>Roads and Maritime will discuss with Council their requirements for bus shelters to allow enough space for DDA access arrangements as part of the next phase of the project.</td>
<td></td>
</tr>
<tr>
<td>Active Transport</td>
<td>Active Transport corridors should be provided</td>
<td>Roads and Maritime is committed to providing for pedestrians and cyclists’ requirements and these have been incorporated in the finalised corridor.</td>
<td></td>
</tr>
<tr>
<td>Issue category</td>
<td>Sub-issue</td>
<td>Issues raised</td>
<td>Roads and Maritime Response</td>
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<tr>
<td></td>
<td>Staging</td>
<td>Council has suggested the stages for delivery of the upgrade</td>
<td>Roads and Maritime will work with Council and other stakeholders to determine options for staging the Mulgoa Road/Castlereagh Road corridor upgrade.</td>
</tr>
</tbody>
</table>
Joint Media Statement

XX April 2017

COMMUNITY FEEDBACK INVITED FOR MULGOA AND CASTLEREAGH ROADS CORRIDOR UPGRADE

Congestion relief is in sight for western Sydney motorists with the preferred route option for the planned upgrade of Mulgoa and Castlereagh roads’ corridor released today.

The 6.5 kilometre corridor is a vital link between the city of Penrith and the M4 Western Motorway. Stage One, between Jeannette Street, Regentville and Blaxke Road, Jamisontown, is already moving towards start of work with a $100 million investment by the Australian and NSW governments.

Feedback is now being sought on the preferred route option for the full corridor upgrade.

Federal Minister for Urban Infrastructure Paul Fletcher said the Mulgoa and Castlereagh roads’ corridor was an important route for local residents and western Sydney commuters.

“Preserving the full 6.5 kilometre corridor is imperative to cater for the rapidly growing region,” XX

Mr Fletcher said.

“Motorists currently experience congestion during the morning and afternoon peaks, which will only increase as the Penrith area continues to grow and develop.”

“It is early days for the full 6.5 kilometre upgrade, but the Australian and NSW governments are committed to planning for the future to ensure NSW keeps evolving.”

NSW Minister for Roads Maritime and Freight Melinda Pavey said progressively upgrading the corridor in a series of stages will help address congestion issues in a timely and efficient way.

“Our progressive approach also allows for a steady stream of local employment as each stage is built,” Mr Pavey said.

“Work will continue on the concept design and environmental assessment for Stage One and we will be seeking further comment from the community as part of this process.

“In addition, the NSW and Australian governments have also allocated $70 million to improve traffic flow around High and Jane streets along the corridor, as part of a connected project, with detailed design work now underway.”

NSW Minister for Western Sydney and Member for Penrith Stuart Ayres welcomed news the preferred route for the full project had been identified.
“The community wanted to see the full project progress and this was an important step needed to secure the reality of an upgraded Mulgoa Road,” Minister Ayres said.

“The proposed option allows for three lanes in each direction along the full 6.5 kilometre route, and upgraded intersections, including traffic light intersections at Andrews Road, Coreen Avenue and Glenmore Parkway.

“The option also provides for bus priority at intersections, a separated path for pedestrians and cyclists on the eastern side and a footpath on the western side.”

NSW Member for Mulgoa Tanya Davies welcomed the $100 million funding boost for the first stage of the project because it meant locals were a step closer to faster travel times.

“Information sessions will be held for those wanting to provide feedback or to learn about the project in person,” Mrs Davies said.

“I encourage locals to come and learn about this upgrade and what it will mean for them.

“Community feedback will help ensure the proposed project better reflects the needs and wants of the community by considering concerns and suggestions early in the planning stages.”

For more information please visit www.rms.nsw.gov.au/MulgoaRoad/CastlereaghRoad.

<table>
<thead>
<tr>
<th>Media Contacts</th>
<th>XX</th>
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<tr>
<td>For Mr Fletcher</td>
<td>XX</td>
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<td>For Ms Pavey</td>
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<td>For Mr Ayres:</td>
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<td>For Mr Davies:</td>
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</tbody>
</table>
Appendix B - Newspaper advertisements

Mulgoa Road/Castlereagh Road corridor upgrade preferred option - Have your say

The Australian and NSW governments are planning to widen and upgrade Mulgoa Road/Castlereagh Road to support current and future traffic demands and expected growth in the area.

Roads and Maritime Services invites you to provide feedback on the preferred option for the proposed Mulgoa Road/Castlereagh Road Corridor Upgrade, by Friday 19 May 2017.

We will be hosting community information drop in sessions, and invite you to meet our project team and ask any questions. A formal presentation will not be given, so please drop in at any time on:

**Thursday 27 April, 5-8pm**
North Penrith Community Centre 66B Illawong Avenue, Kingswood

**Saturday 29 April, 10am-1pm**
Joan Sutherland Performing Arts Centre 597 High Street, Penrith

**Wednesday 3 May, 4-7pm**
Penrith Library Theatrette 601 High Street, Penrith

**Saturday 6 May, 10am-1pm**
Cambridge Park Hall 97 Oxford Street, Cambridge Park

We look forward to seeing you there.

A community update and video animation have been prepared and are available to download from the Roads and Maritime website. You can also view a copy of the preferred option report at rms.nsw.gov.au/MulgoaRoadCastlereaghRoad.

For more information or to provide feedback, please contact 1800 733 084, mulgoaroadupgrade@rms.nsw.gov.au or Mulgoa Road/Castlereagh Road Corridor Upgrade, Roads and Maritime Services, PO BOX 973, Parramatta CBD NSW 2124.
April 2017

Mulgoa Road / Castlereagh Road Corridor Upgrade

Between Glenmore Parkway, Glenmore Park and Andrews Road, Penrith

Preferred option

The Australian and NSW governments are planning to widen and upgrade Mulgoa Road / Castlereagh Road to support current and future traffic demands and expected growth in the area. This includes $100 million to fast-track the first stage of the corridor upgrade between Jeanette Street, Regentville and Blakie Road, Jamisontown. Roads and Maritime Services is seeking feedback on the proposed Mulgoa Road / Castlereagh Road Corridor Upgrade preferred option by Friday 19 May 2017.

Background

Mulgoa Road / Castlereagh Road is a State arterial road and one of two main access routes between Penrith and the M4 Motorway. Mulgoa Road and The Northam Road connect Penrith Local Government Area, including the Central Business District, with other parts of greater Sydney. The corridor carries significant traffic volumes during peak periods.

There are a number of current and proposed developments served by Mulgoa Road / Castlereagh Road that will increase population, employment and traffic congestion in the area. These include Penrith Panthers Entertainment precinct, Penrith Station, Riverlink precinct, Penrith Stadium, Penrith Lakes and the Penrith Homemaker Centre, as well as the urban land releases at Glenmore Park and Thornton.

Following the announcement of the proposed Mulgoa Road / Castlereagh Road Corridor Upgrade in February 2015, Roads and Maritime started investigations and technical studies to develop several possible corridor options. This included seeking feedback and local knowledge from the community and key stakeholders in August and September 2015.

In October 2015 a value management workshop was held with representatives from Penrith City Council, Penrith Valley Chamber of Commerce and specialist consultants. At the workshop each option was evaluated and then considered by Roads and Maritime in the selection of the preferred option.
Preferred option

The Mulgoa Road / Castlereagh Road Corridor Upgrade preferred option connects 6.5 kilometres of road between Glenmore Parkway, Glenmore Park and Andrews Road, Penrith. This preferred option would provide an upgrade and widening of the road to reduce traffic congestion and provide upgraded intersections.

The corridor upgrade has been divided into short, medium and long term work which would be developed and delivered over a 20 year period, subject to funding.

A Preferred Option Report has been prepared and details the analysis of corridor options and the process to select the preferred option. The report is available to view or download from the Roads and Maritime website at www.rms.nsw.gov.au/MulgoaRoadCastlereaghRoad.

The community is now being invited to have a say on the preferred option of the Mulgoa Road / Castlereagh Road Corridor Upgrade and we are accepting feedback until Friday 16 May 2017.

Selection of a preferred option

The option development process involved traffic modelling, technical and specialist contribution, consideration of strategic design goals as well as consultation with key stakeholders including Transport for NSW and Penrith City Council. Several corridor options were developed and later evaluated in a multi-criteria workshop attended by several key stakeholders.

Following consultation with key stakeholders, Roads and Maritime has selected the preferred option and now invites the community to provide feedback.

Benefits

The preferred option would:
- improve road capacity to cater to population and employment growth
- manage congestion and delays along Mulgoa Road / Castlereagh Road during peak periods
- reduce travel times and transport costs
- improve road safety for all users
- improve the movement of goods and trucks
- improve access to public transport
- provide safe and effective pedestrian and cycling infrastructure
- improve urban design and visual aspects of the road corridor

Features

The preferred option includes:
- three lanes in each direction
- upgraded intersections – including traffic light intersections at Andrews Road, Coreen Avenue and Glenmore Parkway
- bus priority at intersections
- a separated path for pedestrians and cyclists on the eastern side
- a footpath on the western side
- landscaping along the corridor.

Stage 1 Jeanette Street to Blaikie Road

In July 2016, the Australian and NSW governments announced a funding commitment of $100 million to widen Mulgoa Road between Jeanette Street, Regentsville and Blaikie Road, Jamisontown. As part of the Stage 1 corridor upgrade, Mulgoa Road would be widened from two lanes in each direction to three lanes in each direction. Comments received from this consultation will inform the concept design and environmental assessment for Stage 1 which will be displayed for community consultation. Further planning and development for Stages 2 to 6 are dependent on additional funding.

TYPICAL CROSS SECTION

Diagram is indicative

Footpath  WEST (three lanes)  EAST (three lanes)  Separated pedestrian/cyclist
Proposed staging plan map

**KEY**
- Short term upgrade
- Medium term upgrade
- Long term upgrade
- Jane Street and Mulgoa Road Infrastructure Upgrade
- Indicates separation of Stages 1 and 2

**Staging plan**

**Short term upgrade**
1. Mulgoa Road upgrade (six lanes) between Jeanette Street and Blakie Road
2. Mulgoa Road upgrade (six lanes) between Glenmore Parkway and Jeanette Street
3. Castlereagh Road upgrade (six lanes) between and south of Museum Drive and Coore Avenue
4. Castlereagh Road upgrade (six lanes) between Lugard Street to north of Andrews Road and co-located Castlereagh Road / Andrews Road roundabout to traffic lights

**Medium term upgrade**
5. Mulgoa Road upgrade (six lanes) between Blakie Road and just south of Union Road

**Long term upgrade**
6. Castlereagh Road upgrade (six lanes) between Coore Avenue and Lugard Street

Indicative map only
Time frames are subject to additional funding
Other projects in the area

Jane Street and Mulgoa Road Infrastructure Upgrade

The Australian and NSW governments have jointly committed $70 million to develop and construct road improvements at Jane Street and Mulgoa Road, Penrith to alleviate congestion and improve traffic flow. Roads and Maritime has carried out a number of investigations and technical studies to identify the best option to support current traffic demand and future growth in the area.

As part of these investigations, a number of options were developed and assessed and we have identified a preferred approach to reduce congestion at this location. A Preferred Option Report was published in November 2014 with community consultation closing in February 2015. A Community Consultation Report summarising all the feedback was published in May 2015.

The concept design and Review of Environmental Factors was placed on public display for feedback in November and December 2015. A submissions report summarising feedback received during the consultation period is currently being prepared. For more information about the project, please visit www.rms.nsw.gov.au/janeStreetMulgoaRoad.
Have your say
We welcome your feedback on the preferred option for Mulgoa Road / Castlereagh Road Corridor Upgrade by Friday 19 May 2017.

Community information sessions
Roads and Maritime will host four community information sessions where you will be able to speak with members of the project team and find out more information. A formal presentation will not be given so please feel free to drop by at any time during these sessions:

- Thursday 27 April, 5-8pm
  North Penrith Community Centre
  668 Illawong Avenue, Kingswood
- Saturday 29 April, 10am-1pm
  Joan Sutherland Performing Arts Centre
  59/ High Street, Penrith
- Wednesday 3 May, 4-7pm
  Penrith Library Thetarrette
  601 High Street, Penrith
- Saturday 6 May, 10am-1pm
  Cambridge Park Hall
  97 Oxford Street, Cambridge Park

What happens next?
All comments received will be considered in the decision making process and concept design for the road corridor upgrade. Following consultation, a report summarising comments received and our responses will be published on the Roads and Maritime website.

Contact us
For further information about the preferred option, or to provide feedback, please contact the project team:

1800 733 084
mulgoaroadupgrade@rms.nsw.gov.au
Mulgoa Road / Castlereagh Road Corridor Upgrade
Roads and Maritime Services
PC Box 973, Parramatta CBD NSW 2124
www.rms.nsw.gov.au/MulgoaRoadCastlereaghRoad

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 733 084.
Appendix D – Community update distribution map

Distribution Map – Mulgoa Road Castlereagh Road Preferred Corridor announcement Feb 2017
Appendix E – Sorry we missed you letter

Sorry we missed you
19 April 2017

Roads and Maritime Services was in your area today to discuss the proposed Mulgoa Road / Castlereagh Road Corridor Upgrade.

The Australian and NSW governments are planning for the future and proposing to widen and upgrade 6.5 kilometres of Mulgoa Road / Castlereagh Road to support current and future traffic demands and expected growth in the area. As part of the proposed upgrade, Mulgoa Road / Castlereagh Road would be widened to three lanes in each direction between Glenmore Parkway, Glenmore Park and Andrews Road, Penrith.

The work has been divided into short, medium and long term work which is proposed to be completed in six stages, subject to funding.

The project team missed you today, but it is important that we talk to you.

We will come back on Thursday 20 April 2017.

Alternatively, you can contact us on 1800 733 884 or mulgoaroadupgrade@rms.nsw.gov.au so we can come back at a time that suits you.
Mulgoa Road / Castlereagh Road Corridor upgrade

The NSW Government is planning to widen and upgrade 6.5 kilometres of Mulgoa Road / Castlereagh Road between Glenmore Parkway, Glenmore Park and Anderson Road, Penrith to support current and future traffic demands and expected growth in the area. This includes the Australian and NSW Government’s commitment of $100 million to fast-track the first stage of the upgrade between Joanne Street, Ragonville and Manka Road, Ropentown.

On this page
- Project overview
- Key features
- Project background
- What happens next?
- Benefits
- Other projects in the area

Updates and announcements
Consultation now closed
- Roads and Maritime Services invited comments from the community and stakeholders on the preferred option for the Mulgoa Road / Castlereagh Road Corridor upgrade in April and May 2017. We would like to thank everyone who considers the proposal and provided feedback.
- A consultation report summarising and responding to feedback received during the consultation period is now being prepared.
Figure 9-1: Sketch A – Proposed amendment to the road preservation boundary south of Glenmore Parkway
Figure 9-2: Sketch B – Introduction of a median strip on Glenbrook Street and sections for further development
Figure 9-3: Sketch C – Proposed amendment to the road preservation boundary at Penrith Panthers