

Pitt Town bypass

Community Consultation Report

December 2016



Executive summary

This report provides a summary of Roads and Maritime Services community and stakeholder consultation for the proposed bypass of Pitt Town, to reduce traffic through the town centre and improve traffic flow and safety for road all users.

The proposed bypass would extend Pitt Town Road past Bathurst Street onto Cattai Road, east of Eldon Street, and include two new intersections with local roads. The proposed bypass would include benefits to all roads users and the community by reducing traffic volumes through the centre of Pitt Town including heavy vehicle traffic, improved road safety, more reliable travel times and improved pedestrian and cyclist access.

Roads and Maritime sought feedback between 27 May to 17 June 2016 on the proposed bypass. Comments were received from 53 people and organisations, raising 28 issues.

The main comments received included:

- Support for a roundabout (Option 1) for the proposed new intersection at Pitt Town Road / Bathurst Street and Glebe Road
- Consideration of a roundabout for the new intersection at Eldon Street and Old Pitt Town Road, instead of traffic lights
- Concerns over closing access to Buckingham Street from Cattai Road.

Roads and Maritime thanks everyone who provided comments and to the community and stakeholders for considering the proposal.

Issues and concerns highlighted by stakeholders and the community are being considered in our decision making.

The proposed design is part of the NSW Government's commitment to planning for future important infrastructure and funding has been provided by the NSW Government for early planning work, community consultation and property acquisition for the proposed corridor.

Recommendations

Based on community and stakeholder feedback provided during the consultation of the proposed Pitt Town bypass, Roads and Maritime recommends the following options be progressed to the next stage of design and assessment:

- Installing a new two lane roundabout for the new intersection at Pitt Town Road / Bathurst Street and Glebe Road (Option 1)
- Installing a two lane roundabout instead of traffic lights for the new intersection at Eldon Street and Old Pitt Town Road
- Investigating design opportunities to maintain access (or restricted access) to Buckingham Street from Cattai Road.

Roads and Maritime will investigate each of these options in preparation of the final strategic design of the proposal and recommend a preferred option to proceed to concept design development and environmental assessment.

We will continue to consult with the community and stakeholders as the proposal progresses.

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1. Introduction

1.1. Background

The NSW Government is planning a bypass of Pitt Town to reduce traffic through the town centre and improve traffic flow and safety for all road users.

A bypass of Pitt Town in Sydney's North West has been under consideration for more than 60 years. Recent investigations have shown if a bypass of Pitt Town had already been built, it would be used by about 7,500 vehicles per day, which currently need to travel through the town centre.

Roads and Maritime recently started early planning work to progress the bypass proposal as a result of residential development to the north of Pitt Town. The objective of the proposal is to realign the road corridor, so through traffic does not travel into the town centre. This would help to address community concerns about heavy vehicles passing through the township and anecdotal road crash history.

The NSW Government has provided funding for early planning work, community consultation and property acquisition for the proposed corridor.

1.2. The proposal

Key features of the proposed Pitt Town bypass include:

- Extending Pitt Town Road past Bathurst Street onto Cattai Road, east of Eldon Street
- Installing a new intersection with traffic lights at Eldon Street and Old Pitt Town Road
- Closing access to Buckingham Street from Cattai Road with motorists accessing Buckingham Street via the proposed new intersection at Eldon Street and Old Pitt Town Road
- Providing new crossings of Hortons Creek
- Installing a new intersection at Pitt Town Road / Bathurst Street and Glebe Road.

Two strategic options were developed for the proposed new intersection at Pitt Town Road / Bathurst Street and Glebe Road including:

- Option 1 – A new two lane roundabout
- Option 2 – A new four way intersection with traffic lights.

See below for a map of the proposed Pitt Town bypass.

Proposed Pitt Town bypass



2. Consultation approach

2.1. Consultation objectives

We consulted with the community in May and June 2016 on the proposal to:

- Seek comments, feedback, ideas and suggestions for Roads and Maritime to consider when developing the proposal. This included consultation outcomes into the environmental impact assessment known as the Review of Environmental Factors
- Build a database of interested community members Roads and Maritime can continue to engage during the proposal's development.

2.2. Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

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

2.3. How consultation was carried out

Community members and stakeholders were encouraged to provide their feedback, leave comments and make suggestions at information sessions or via mail, email or phone contact with the project team.

Table 1. How consultation was done

| Consultation activity | Details |
|--|--|
| Project Update (Have your say) | Delivered to about 700 residents and key stakeholders in the Hawkesbury local government area. See Appendix A for the Project Update May 2016. |
| Newspaper advertising | Print advertisements in the Hawkesbury Gazette on 1 and 8 June 2016. |
| Pitt Town bypass webpage | Information about the proposal was available on the Roads and Maritime webpage including frequently asked questions and answers at rms.nsw.gov.au/pitttownbypass |
| Pitt Town Progress Association monthly meeting | Roads and Maritime project team representatives provided an overview of the proposed bypass and answered questions from attendees at the meeting on the 6 June 2016. About 120 guests were in attendance including members of the association and guests from the local community. |

3. Consultation summary

3.1 Overview

Roads and Maritime received a total of 53 submissions during the consultation period.

Of these submissions, 15 were in support or conditional support of the proposal, 32 did not state and three did not support the proposal.

The main comments received included support for a roundabout (Option 1) for the proposed new intersection at Pitt Town Road / Bathurst Street and Glebe Road, consideration of a roundabout for the new intersection at Eldon Street and Old Pitt Town Road (instead of traffic lights) and concerns over closing access to Buckingham Street from Cattai Road.

Further detail regarding comments received and Roads and Maritime’s response is provided in Table 3. Consultation overview.

Figure 1. Issues raised

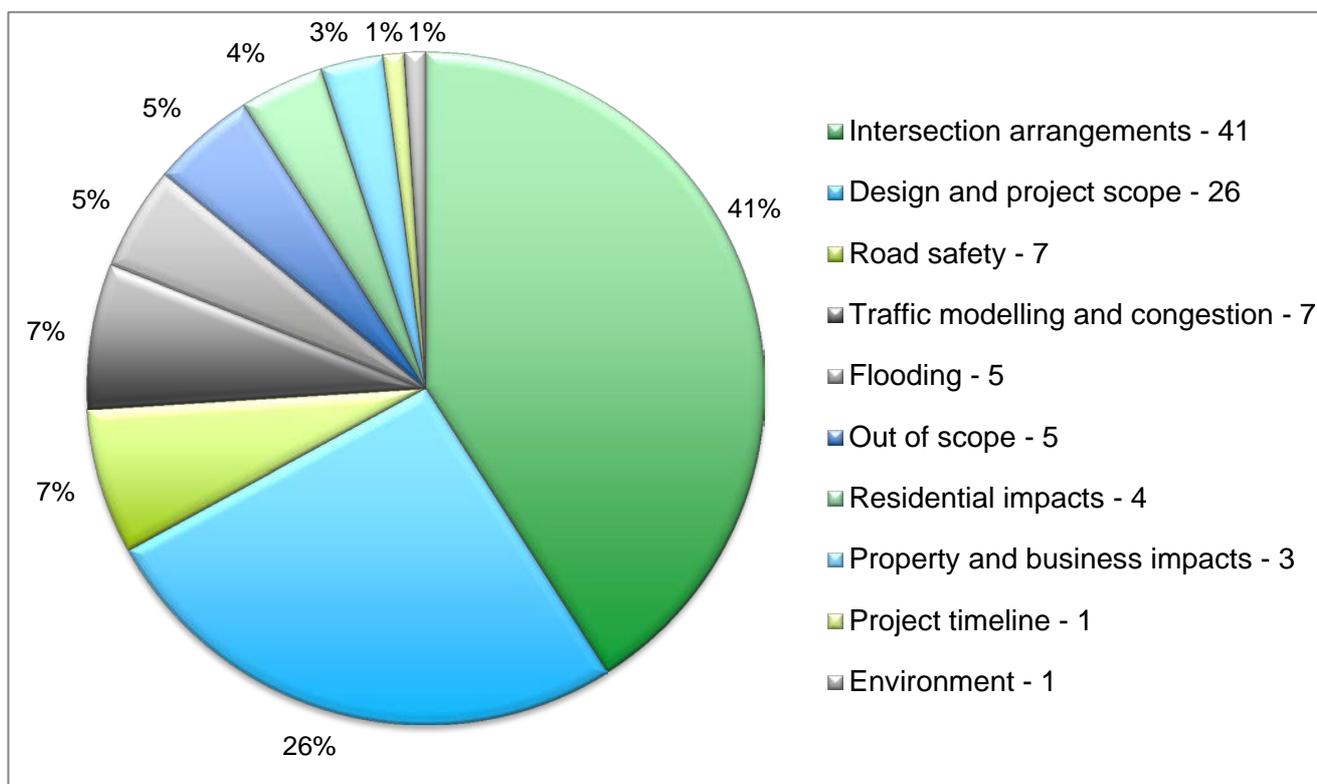


Table 2. Number of comments by key issue category

| Issue raised | Number of comments about the issue |
|----------------------------------|------------------------------------|
| Intersection arrangements | 41 |
| Design and project scope | 26 |
| Road safety | 7 |
| Traffic modelling and congestion | 7 |
| Flooding | 5 |
| Out of scope | 5 |
| Residential impacts | 4 |
| Property and business impacts | 3 |
| Project timeline | 1 |
| Environment | 1 |

Table 3. Consultation overview

| Category | Matters raised | Roads and Maritime response |
|----------------------------------|--|--|
| Intersection arrangements | Support for Option 1 – A new two lane roundabout at Pitt Town Road / Bathurst Street and Glebe Road 10 comments | Based on feedback received during consultation, Roads and Maritime will recommend Option 1 as the preferred option to progress to the final strategic design of the proposal. While Option 1 is preferred, we would include all options in the options assessment before proceeding to concept design development and environmental assessment. |
| | Support for Option 2 – A new four way intersection with traffic lights at Pitt Town Road / Bathurst Street and Glebe Road Six comments | Based on feedback received during consultation, Option 1 received more support therefore this will be the option Roads and Maritime will recommend as the preferred option to progress to the final strategic design of the proposal. While Option 1 is preferred, we would include all options, including Option 2, in the options assessment before proceeding to concept design development and environmental assessment. |
| | Consideration of a roundabout for the new intersection at Eldon Street and Old Pitt Town Road 25 comments | Based on feedback received during consultation, Roads and Maritime will recommend a roundabout rather than traffic lights at the Eldon Street and Old Pitt Town Road intersection. This will be the preferred option to progress to the final strategic design of the proposal. While a roundabout is preferred, we would include all options in the options assessment before proceeding to concept design development and environmental assessment. |
| Design and project scope | Buckingham Street to remain connected to the bypass with either a standard right angle T-intersection or minimum left in left out only 12 comments | The possibility of Buckingham Street remaining connected to the bypass will be considered during the concept design phase. Any such access must meet Australian Road Design Standards and be deemed safe. |
| | Intersections should be grade separated, so the traffic continues to flow Why has the ‘flyover’ option been removed from the plan Two comments | Flyovers and grade separated intersections would significantly increase the complexity and cost of the proposal. At this stage it is not considered feasible or necessary to provide overpasses or separate the intersections by grade. |

| Category | Matters raised | Roads and Maritime response |
|----------------------------|--|--|
| | Consultation with Hawkesbury City Council about the connection of Bootles Lane and Cattai Road Six comments | Roads and Maritime would consult with all key stakeholders, including Hawkesbury City Council, about the connection of Bootles Lane and Cattai Road, during the concept design for the proposal. |
| | Condition of Old Pitt Town Road would need to be improved One comment | Old Pitt Town Road would be upgraded on the approaches to the new intersection with the bypass as part of this proposal. |
| | Fix existing roads in the local area before adding new roads One comment | Roads and Maritime will consider this feedback in planning any future work in the area. We will forward this feedback onto Hawkesbury City Council to consider. |
| | Support Buckingham Street closure Three comments | This has been noted. Roads and Maritime will consider this feedback during the concept design stage. |
| | A question about the bypass remaining in the confines of the existing easement One comment | The proposal extends beyond the area of the existing Roads and Maritime owned corridor, so further property acquisition would be required. Roads and Maritime has already begun consultation with affected property owners and will continue to consult with them as the proposal progresses. |
| Residential impacts | Noise impact of the bypass on residents and remediation that will be implemented Three comments | Roads and Maritime will be carrying out noise impact assessments along the proposed road corridor as part of the Review of Environmental Factors for the proposal. Possible noise abatement (reduction) measures including noise barriers, architectural treatments and noise mounds, would only be installed by Roads and Maritime where they are reasonable, feasible and required due to increases in noise levels expected by the Pitt Town bypass proposal. Roads and Maritime would consult with impacted property owners about any potential operational noise impacts from the proposal. |

| Category | Matters raised | Roads and Maritime response |
|---|--|--|
| | <p>Decrease in land and property value due to the bypass</p> <p>One comment</p> | <p>Roads and Maritime does not provide compensation for potential changes in property values resulting from infrastructure projects. We would identify potential impacts as part of the environmental assessment for the proposal and would seek to avoid or minimise impacts where possible.</p> <p>The Review of Environmental Factors would be subject to public display and community and stakeholder consultation.</p> |
| Road Safety | <p>Pedestrian and cyclist safety and access in the area</p> <p>Six comments</p> | <p>Roads and Maritime would provide shared path facilities for pedestrians and cyclists as part of the proposed bypass. Options for a shared path along the bypass would be examined during the concept design phase.</p> <p>Roads and Maritime would consult with key stakeholders, including Bicycle NSW, during the concept design and development stage of the proposal.</p> |
| Traffic modelling and congestion | <p>Design does not consider current traffic volumes adequately</p> <p>Three comments</p> | <p>Roads and Maritime would carry out detailed traffic modelling as part of the concept development for this proposal.</p> |
| | <p>Roundabout would result in traffic jams for those wishing to access the bypass</p> <p>One comment</p> | <p>Roads and Maritime would carry out detailed traffic modelling as part of the concept development for this proposal.</p> |
| | <p>Questions about how the bypass would reduce traffic of the development north of Pitt Town and what benefit will this give to the development?</p> <p>Three comments</p> | <p>The proposed bypass of Pitt Town aims to reduce traffic through the town centre and improve traffic flow, delivering more reliable travel times.</p> <p>Roads and Maritime would carry out detailed traffic modelling as part of the concept development for this proposal to help determine traffic flows, traffic forecasts and traffic redistribution as a result of the bypass proposal. Roads and Maritime are working closely with Hawkesbury City Council to ensure needs of the surrounding network are considered.</p> |
| Project Timeline | <p>Question regarding the timeline of the project</p> <p>One comment</p> | <p>There is currently no definitive timeline for the proposal.</p> |

| Category | Matters raised | Roads and Maritime response |
|--------------------------------------|---|---|
| Flooding | <p>Flooding impacts within the project area needs to be considered</p> <p>Five comments</p> | <p>Roads and Maritime would carry out detailed hydrological studies including flood impact assessments as part of the Review of Environmental Factors for this proposal.</p> |
| Property and business impacts | <p>The chosen design option must have the least visual and physical impacts on the unique rural characteristics of the landscape</p> <p>One comment</p> | <p>Roads and Maritime would undertake a landscape character and visual impact assessment as part of the Review of Environmental Factors for the proposal.</p> <p>Visual impacts for heritage listed and other locally significant items would be considered as part of the assessment and an appropriate urban design and landscaping strategies will be developed for the proposal.</p> |
| | <p>Roads and Maritime needs to consider the effect of the proposed bypass on the commercial precinct of Pitt Town</p> <p>One comment</p> | <p>Roads and Maritime would consult with local business owners regarding any relevant business impacts that may be caused by the proposal.</p> |
| | <p>Impact on Brinsley Park</p> <p>One comment</p> | <p>The existing corridor for the proposal does not impact on Brinsley Park.</p> |
| Environment | <p>Will proper native vegetation and species conservation measures be included in the assessment and operational plans?</p> <p>One comment</p> | <p>Roads and Maritime would prepare a Review of Environmental Factors which would outline the possible environmental impacts of the proposal and steps to minimise these impacts.</p> <p>The Review of Environment factors would be publically displayed and made available on Roads and Maritime's website for community and key stakeholders to provide feedback. Detailed biodiversity studies would also be carried out in the proposal area and surrounds as part of the review.</p> |
| Out of scope | <p>The Mitchell Road connection for the development north of Pitt Town should be considered in the project</p> <p>One comment</p> | <p>This work is outside the scope of work for the Pitt Town bypass proposal. We will forward this feedback onto Hawkesbury City Council to consider.</p> |

| Category | Matters raised | Roads and Maritime response |
|----------|---|--|
| | <p>Reducing the traffic speed on Pitt Town Road</p> <p>One comment</p> | <p>Reducing sign posted speed limits on Pitt Town Road is outside the scope of this proposal. We will forward this feedback on to the relevant area within Roads and Maritime.</p> |
| | <p>Consider installing a roundabout at Saunders Road / Pitt Town intersection</p> <p>One comment</p> | <p>This improvement work is outside the scope of work for the bypass of Pitt Town proposal. We will consider this feedback in planning future work in the area.</p> |
| | <p>Pitt Town Road and Schofield Road intersection needs to be improved</p> <p>One comment</p> | <p>This improvement work is outside the scope of work for the bypass of Pitt Town proposal. We will consider this feedback in planning future work in the area.</p> |
| | <p>School children safety should be considered in town until the bypass is built by enabling access to a bus which passes by their houses or alternatively put a pedestrian crossing on Eldon Street</p> <p>One comment</p> | <p>This work is outside the scope of work for the Pitt Town bypass proposal. We will forward this feedback onto Busways to consider.</p> |
| | <p>Three give way signs at the intersection of Eldon and Chatham Streets. A stop sign should be installed on the northern side of the intersection</p> <p>One comment</p> | <p>This work is outside the scope of work for the Pitt Town bypass proposal. We will forward this feedback on to the relevant area within Roads and Maritime.</p> |

3.2 Recommendations

Roads and Maritime would like to thank everyone who took the time to consider our proposal and provide feedback.

Based on community and stakeholder feedback provided during the consultation period, Roads and Maritime recommends the following options be progressed to the next stage of design and assessment of the bypass proposal:

- A two lane roundabout for the new intersection at Pitt Town Road / Bathurst Street and Glebe Road (Option 1)
- A two lane roundabout instead of traffic lights for the new intersection at Eldon Street and Old Pitt Town Road
- Investigating design opportunities that would maintain access (or restricted access) to Buckingham Street from Cattai Road.

3.3 Next steps

Roads and Maritime have considered all comments and will ensure issues and concerns highlighted by stakeholders and the community are considered during the development of the concept design and environmental impact assessment.

We will continue to consult with the community and key stakeholders as the proposal progresses.

Appendix A – Project Update (Have your say) May 2016



Have your say Pitt Town bypass

May 2016

The NSW Government is planning a bypass of Pitt Town to reduce traffic through the town centre and improve traffic flow and safety for road users.

Roads and Maritime Services recently started early planning work to progress the Pitt Town bypass proposal as a result of residential development to the north of Pitt Town. The objective is to realign the road corridor so through traffic doesn't travel into the town centre.

The NSW Government has provided funding for early planning work, community consultation and property acquisition for the proposed corridor.

Roads and Maritime has developed a proposed corridor for the Pitt Town bypass and two strategic options for a new intersection at Pitt Town Road/Bathurst Street and Glebe Road. We are seeking community feedback on the proposal by **Friday 17 June**.



Pitt Town Road and Glebe Road intersection looking north

Benefits

The benefits of the proposed bypass would include:

- Reduced traffic volumes through the centre of Pitt Town, including heavy vehicle traffic
- More reliable travel times on Pitt Town Road and Cattai Road
- Improved safety for road users
- Improved access for pedestrians and cyclists.

Key features

The key features of the proposal include:

- Extending Pitt Town Road past Bathurst Street onto Cattai Road, east of Eldon Street
- Installing a new intersection with traffic lights at Eldon Street and Old Pitt Town Road
- Closing access to Buckingham Street from Cattai Road. Motorists would access Buckingham Street via the proposed new intersection at Eldon Street and Old Pitt Town Road
- Providing new crossings of Hortons Creek
- Installing a new intersection at Pitt Town Road/Bathurst Street and Glebe Road.

We have developed two strategic options for the proposed new intersection at Pitt Town Road/Bathurst Street and Glebe Road including:

- **Option 1** – A new two lane roundabout
- **Option 2** – A new four way intersection with traffic lights.

We have provided maps showing the proposed bypass corridor and two strategic options for the new intersection.

Property impacts

While some land has already been acquired by Roads and Maritime for the proposed Pitt Town bypass corridor, three additional properties would need to be partially acquired to complete the corridor. We are liaising directly with the affected property owners about the potential impacts of the proposal and will keep them informed as it progresses.

Pedestrian and cyclist access

Roads and Maritime would provide shared path facilities for pedestrians and cyclists as part of the proposed bypass. Options for a shared path along the bypass would be examined during the concept design phase.

Have your say

Roads and Maritime is seeking community and stakeholder feedback on the Pitt Town bypass proposal by **Friday 17 June**. Your comments will help us refine the design and inform our decision-making on a preferred option for the proposal. Written comments should be sent to:

Email: pitttownbypass@rms.nsw.gov.au

Mail: Pitt Town bypass

Roads and Maritime Services

PO Box 973, Parramatta CBD NSW 2124

Community consultation on strategic design

Consultation report

Investigations to develop concept design

Community consultation on concept design and Review of Environmental Factors

Submissions report

Finalise detailed design

Award construction tender

Start construction

Open to traffic

WE ARE HERE

Contact Us

For more information or to provide feedback, please contact the project team:

Phone: 1800 793 862

Email: pitttownbypass@rms.nsw.gov.au

Mail: Pitt Town bypass
Roads and Maritime Services
PO Box 973, Parramatta CBD NSW 2124

Web: rms.nsw.gov.au/pitttownbypass



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 1800 793 862.

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفوية (TIS National) على الرقم 1800 633 332. والطلب منهم الاتصال بوكالتكم Roads and Maritime Services على الرقم 1800 793 862.

Cantonese

若你需索口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)。要求他們致電 1800 633 332 聯絡 Roads and Maritime Services。

Hindi

यदि आपको दुभाषिण की आवश्यकता है तो अनुवाद व दुभाषिया सेवा (TIS National) को **131 450** पर फोन करें और उन्हें रोड्स एंड मैरिटाइम सर्विस को 1800 696 564 पर फोन करने को कहें।

Spanish

Si necesita un intérprete, llame al Servicio de Traducción e Interpretación (Translating and Interpreting Service, TIS National) al **131 450** y pida que llamen al Servicio Marítimo y de Caminos (Roads and Maritime Services) al 1800 696 564.

Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 1800 633 332.

Korean

통역사가 필요하시면 번역통역서비스 (TIS National) 에 **131 450** 으로 연락하여 이들에게 1800 633 332 번으로 Roads and Maritime Services 에 전화하도록 요청하십시오.

Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 1800 633 332.



May 2016
RMS 16.214



Transport
Roads & Maritime
Services

Privacy Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PIPP 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 RMS at 27 Argyle Street, Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.



rms.nsw.gov.au/pitttownbypass



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