

# Blaxland Road and First Avenue, Eastwood

Intersection improvements

Community Consultation Report

Roads and Maritime Services | February 2018



## Executive Summary

This report provides a summary of the community and stakeholder consultation carried out by Roads and Maritime Services on proposed intersection improvements on Blaxland Road at First Avenue, Eastwood.

The NSW Government is funding the investigation and design of this proposal as part of its \$225 million Pinch Point Program, which aims to reduce congestion and improve travel times on Sydney's major roads.

Benefits of the proposal include:

- reduced queue lengths for motorists turning right from Blaxland Street into First Avenue
- reduced queue lengths for motorists travelling north on First Avenue
- Improved safety at the intersection, with a reduction in the number of near end crashes and crashes involving motorists changing lanes
- reduced traffic delays due to a better flow of traffic for motorists at all points of the intersection.

Proposed intersection improvements include:

- changing the current lane configuration on Blaxland Road to accommodate a dual right turn lane
- extending the left turn lane from First Avenue onto Blaxland Road by 100 metres, which would accommodate about 14 extra cars
- extending the centre median 50 metres on the northbound approach of Blaxland Road
- modifying the existing central raised medians on Blaxland Road and on First Avenue, to accommodate the dual right turn lanes from First Avenue
- upgrading traffic lights

Roads and Maritime distributed 5,700 letters to the local community and key stakeholders, inviting feedback on the proposed improvements in August and September 2017.

Feedback was received from 26 community members, and one local council (27 responses in total). Key areas of interest for community members with respect to the proposal included:

- project costs and justifications
- proposed dual right turn changes from Blaxland Road into First Avenue
- cyclist and pedestrian safety
- potential impacts to local roads.

We have directly responded to all community members and stakeholders who provided feedback.

### The decision

Roads and Maritime has considered all feedback to inform the design of the proposed intersection improvements on Blaxland Road at First Avenue, Eastwood.

We would like to take this opportunity to thank everyone who provided feedback on this proposal. We will continue to keep the community and stakeholders informed as the project progresses.

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# 1. Introduction

## 1.1. Background

The Blaxland Road corridor is a key arterial link for local traffic movements in the suburb of Eastwood in north-west Sydney. The corridor forms the main north-south connection between the northern suburbs and the arterial routes A3 and A40.

The intersection of Blaxland Road and First Avenue has been identified as a key pinch point on the Blaxland Road. Currently there is a high volume of traffic passing through the intersection, especially during peak periods. The current design proposal aims to improve the efficiency of the intersection.

The NSW Government is funding the investigation and design of this proposal as part of its \$225 million Pinch Point Program, which aims to reduce congestion and improve travel times on Sydney's major roads.

Benefits of the proposal include:

- reduced queue lengths for motorists turning right from Blaxland Street into First Avenue
- reduced queue lengths for motorists travelling north on First Avenue
- Improved safety at the intersection, with a reduction in the number of near end crashes and crashes involving motorists changing lanes
- reduced traffic delays due to a better flow of traffic for motorists at all points of the intersection.

## 1.2. The proposal

Roads and Maritime proposes to improve travel time for motorists on Blaxland Road by reducing the congestion and traffic queues at the Blaxland Road and First Avenue intersection.

Key features of the proposal include:

- changing the current lane configuration on Blaxland Road to accommodate a dual right turn lane
- extending the left turn lane from First Avenue onto Blaxland Road by 100 metres, which would accommodate about 14 extra cars
- extending the centre median 50 metres on the northbound approach of Blaxland Road
- modifying the existing central raised medians on Blaxland Road and on First Avenue, to accommodate the dual right turn lanes from First Avenue
- upgrading traffic lights
- reconstructing the footpath and traffic islands
- road marking.

## 2. Consultation approach

### 2.1. Consultation objectives

We consulted with the community and key stakeholders on the proposal to:

- seek comment, feedback, ideas, and suggestions for us to consider when making a decision
- build a database of interested and concerned community members with whom we can continue to engage during the proposal's development.

### 2.2. How consultation was done

We distributed 5700 letters (Appendix A) to local residents, businesses (Appendix B) inviting feedback on the proposal as well as an additional proposal at the intersection of Blaxland Road, Balaclava Road and Ball Avenue, Eastwood. Copies were also provided to key stakeholders.

Table 1 outlines the communication tools used to inform the community about the proposal.

*Table 1 – Communication tools*

<b>Tools</b>	<b>Method</b>
<b>Community letter</b> <b>'Have Your Say' community update</b> – August 2017 (refer Appendix A)	<ul style="list-style-type: none"><li>• Distributed to 5,700 local resident and businesses in Eastwood area (refer Appendix B for distribution area)</li><li>• Copies of letter sent to key stakeholders, including local council.</li></ul>
<b>Website</b>	<ul style="list-style-type: none"><li>• Details of the proposal uploaded on the Roads and Maritime website: <a href="http://www.rms.nsw.gov.au/projects/sydney-north/blaxland-road-eastwood">www.rms.nsw.gov.au/projects/sydney-north/blaxland-road-eastwood</a>.</li></ul>

Letters distributed to local residents and businesses inviting feedback on the Blaxland Road and First Avenue intersection proposal also invited feedback on an additional proposal at the intersection of Blaxland Road, Balaclava Road and Ball Avenue, Eastwood. The consultation report for this intersection can be found at: [www.rms.nsw.gov.au/projects/sydney-north/blaxland-road-eastwood](http://www.rms.nsw.gov.au/projects/sydney-north/blaxland-road-eastwood).

## 3. Consultation summary

### 3.1. Overview

We received 26 responses from community members, and one response from a local council (27 responses in total). A summary of the responses received is provided in Table 2.

Key areas of interest for community members with respect to the proposal included:

- project costs and justifications
- proposed dual right turn changes from Blaxland Road into First Avenue
- cyclist and pedestrian safety
- potential impacts to local roads.

### 3.2. Feedback summary and Roads and Maritime response

Roads and Maritime has provided responses to all feedback received on this proposal, as detailed in Table 2 of this report. The responses have been provided directly to the person who commented, as well as in this report, which will be made available to the public through our website [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

All comments have been considered to help Roads and Maritime make decisions on this proposal.

**Table 2 - Feedback and Roads and Maritime's responses**

Category	Matter raised	Roads and Maritime response
<p><b>Proposal justification</b></p>	<p>The proposed changes will do nothing for the congestion on Blaxland Road.</p>	<p>A Pinch Point is a traffic congestion point, intersection or short length of road at which a traffic bottleneck exists slowing down the broader network. They cause a build-up of traffic and travel delays at these spots and on the wider road network.</p> <p>The aim of the Pinch Point Program is to provide low cost, high benefit proposals to improve congestion on Sydney's roads today.</p> <p>Currently, delays are caused by the large number of cars turning from Blaxland Road into First Avenue during peak hours. At peak hours queues build from the intersection causing the southbound traffic to be blocked. The aim of this proposal is to reduce congestion through the intersection.</p> <p>Proposed design will reduce queue lengths for motorists turning right from Blaxland Road into First Avenue, and travelling north on First Avenue. A better flow of traffic at all points of the intersection will also improve safety at the intersection and reduce traffic delays.</p> <p>Further information on this proposal can be found by visiting the project webpage:  <a href="http://www.rms.nsw.gov.au/projects/sydney-north/blaxland-road-eastwood">www.rms.nsw.gov.au/projects/sydney-north/blaxland-road-eastwood</a>.</p>
	<p>There should be pre and post traffic counts for the surrounding back streets to determine whether the improvements have reduced the number of vehicles speeding along local roads.</p>	<p>Roads and Maritime Services conduct traffic counts on the state road, which this project aims to improve. By reducing congestion on the state roads, the number of cars opting to use the back roads should be reduced. Our data will be based on the state roads performance. We do not conduct counts on local roads.</p>



Category	Matter raised	Roads and Maritime response
	<p>A lot of the problems are caused by drivers not following the road rules and blocking intersections. Drivers don't follow road rules because the police don't fine them.</p>	<p>Currently there is a high volume of traffic turning right from Blaxland Road into First Avenue. At peak times queues build from the intersection causing the southbound traffic to be blocked.</p> <p>The proposed intersection improvements and upgraded traffic lights will improve flow of traffic and safety at the intersection.</p> <p>The enforcement of traffic laws remains a primary responsibility of the NSW Police Force. This includes motorists disobeying road rules.</p> <p>Roads and Maritime encourages you to contact Eastwood Local Area Command on 02 9858 9228 who will determine whether targeted enforcement activities may be appropriate. We have also forwarded your comment to NSW Police.</p>
<p><b>Dual right turn from Blaxland Road into First Avenue</b></p>	<p>Will the dual right turn from Blaxland Road be exclusive or will the second lane be a combine through and right?.</p>	<p>The dual right turn from Blaxland Road will not be exclusive. The middle lane will accommodate through and right turn lane traffic.</p>
	<p>The dual right turn from Blaxland Road into First Avenue will cause a traffic jam for southbound motorists heading towards Rhodes.</p>	<p>One of the dual right turn lanes from Blaxland Avenue into First Avenue will also accommodate through traffic for road users on Blaxland Road traveling towards Rhodes.</p> <p>Traffic modelling indicated that the proposed one through lane for southbound traffic would not worsen existing conditions.</p>
	<p>The right turn lane from Blaxland Road into First Avenue should be extended. The current right turn lane is too short.</p>	<p>The right turn lane is being extended by 15 metres (approximately three car lengths) which will improve traffic flow of motorists turning right from Blaxland Road into Right Avenue.</p> <p>Reduced congestion at the intersection will also be</p>

Category	Matter raised	Roads and Maritime response
		achieved by making the middle lane both a through and right turn lane.
	The proposed dual right turn lanes are not enough to improve congestion.	<p>Congestion on the proposed intersection improvements on Blaxland Road at First Avenue, Eastwood will be improved due to:</p> <ul style="list-style-type: none"> <li>• reduced queue lengths for motorists turning right from Blaxland Road into First Avenue</li> <li>• reduced queue lengths for motorists travelling north on First Avenue</li> <li>• improved safety at the intersection, with a reduction in the number of rear end crashes and crashes involving motorists changing lanes</li> <li>• reduced traffic delays due to a better flow of traffic for motorists at all points of the intersection.</li> </ul>
	There should be two right turn lanes from Blaxland Road onto First Avenue plus two through lanes for southbound traffic.	<p>In order to minimise the impacts to property owners and avoid acquisition of private property, further widening of the intersection is not proposed.</p> <p>The proposal will change the current lane configuration on Blaxland Road to accommodate a dual right turn lane. Extending the left lane from First Avenue onto Blaxland Road by 100 metres will accommodate about 14 extra cars.</p>
	Will the median next to the new dual right turn lane on Blaxland Road be cut back to accommodate the inside turning vehicle?.	We are altering the shape of the median in First Avenue to enable vehicles to turn right safely, with the appropriate clearances. We have complied with, and exceeded, Austroads Standards in this element of our design.
	<p>Double right turn turning paths of the largest vehicles will be constrained between the median on First Avenue and the traffic island on Blaxland Road.</p> <p>The alignment of the double right turn from Blaxland</p>	

Category	Matter raised	Roads and Maritime response
	Road into First Avenue needs to be revisited such that it can be performed smoothly.	
	A bus zone is located immediately west of Ryedale Road on First Avenue (westbound), thus the dual right turners from Blaxland Road must be given enough advance notice in which to merge to a single lane.	The bus stop is located far enough from the intersection to enable cars to safely merge in advance.
	The addition of another right turn lane from Blaxland Road into First Avenue will create a traffic problem during peak hours. Left turning traffic from Blaxland Road into First Avenue will need to give way to right turning traffic under the new arrangement. This will create a backlog of traffic on Blaxland Road	Traffic modelling shows much less demand for the left hand turn into First Avenue. It is expected that the left turn lane will not queue out beyond the designed capacity.
<b>First Avenue and Lovell Road intersection</b>	The left lane for right turning traffic from First Avenue onto Blaxland Road should be sign posted for traffic wanting to turn left into Lovell Road.	The purpose of the consultation was to seek feedback on the proposed intersection on Blaxland Road at First Avenue. The proposed improvements will help to ease congestion and improve traffic flow in the area.
	The proposal does not address the congestion on Blaxland Road caused by motorists turning left into Lovell Road.	While your suggestion is not included as part of this proposal it has been noted for any future upgrades in the area.
	Removing a lane on Blaxland Road for through traffic will cause a traffic jam as through motorists will get caught behind traffic turning left on Lovell Road.	The proposal does not remove a through lane on Blaxland Road. There will still be three lanes at the intersection of Blaxland Road and First Avenue, one is a straight through, one is a shared through and right, and one is a dedicated right turn into First Avenue.  After the intersection, the two lanes along Blaxland Road are maintained, so motorists can use the right hand lane to avoid left turning traffic into Lovell Road
<b>Local road issues</b>	It should be noted that there is a distinct volume of vehicles that immediately turn left into Ryedale Road	Traffic modelling indicates that this movement is of a low volume. Our design has allowed for more than the

Category	Matter raised	Roads and Maritime response
	<p>after making the right turn from Blaxland Road.</p> <p>Safety issue arises if the vehicle that wants to turn left is on the inside right turn lane from Blaxland Road.</p> <p>Advanced warning signage required on the Blaxland Road approach to instruct would be turners to be in the correct lane.</p>	<p>minimum deceleration distance between the intersections (70m), and a Road Safety Audit has been undertaken to identify and close out potential safety risks</p> <p>This proposal targets a reduction in the need to use side streets, especially during peak hours, by alleviating congestion on Blaxland Road, between Balaclava Road and First Avenue.</p>
	<p>High volume of traffic in residential streets (Denistone Road and Ryedale Road) during peak hour traffic.</p>	<p>Local drivers will be aware of the presence of Ryedale Road and which lane to take when turning from Blaxland Road. Advanced warning signs are not generally used for local roads.</p>
	<p>Many motorists turn right at May Street to avoid the intersection of First Avenue.</p>	
	<p>Trelawney Street should be blocked off so that there is no access to Rowe Street. Traffic should have to use Clanalpine Street and Shaftesbury Road to access Rowe Street.</p>	<p>Trelawney Street is a local road under the care and control of Ryde City Council. Your comment has been forwarded on to Ryde City Council for their consideration.</p>
	<p>All of Rowe Street should be blocked off to cars.</p>	<p>Rowe Street is a local road under the care and control of Ryde City Council. Your comment has been forwarded on to Ryde City Council for their consideration.</p>
	<p>Because of congestion at the intersection of Blaxland Road and First Avenue it is difficult to turn right from May Street onto Blaxland Road. How will the proposal improve this issue?</p>	<p>The proposed design aims to reduce queue delays at the intersection for vehicles turning right. Once this is realised, the length of queue along Blaxland Road should be reduced.</p>
	<p>Many cars take shortcuts off Blaxland Road. This impacts residents who live on back streets as motorists speed down residential streets.</p>	<p>The proposed improvements on Blaxland Road at First Avenue will help to ease congestion and improve traffic flow in the area. These improvements should reduce the need for motorists to rat run to avoid the intersection.</p>
	<p>Concern that works will create bottleneck between</p>	

Category	Matter raised	Roads and Maritime response
	<p>First Avenue and Brush Farm and increase traffic flow through local streets.</p>	
	<p>Traffic flow along First Avenue/Rutledge Street needs to be addressed in order to ensure the proposed intersection improvements work.</p> <p>At the moment you cannot turn onto First Avenue from Blaxland Road because First Avenue is congested.</p>	<p>Proposed design will improve traffic flow at all points of the intersection.</p>
	<p>The intersection of Rutledge Street and Trelawney Street should be upgraded to include two lanes going straight and one lane dedicated for right turning traffic (for westbound traffic).</p> <p>The same should be done at Rutledge Street and Shaftesbury Road.</p>	<p>This proposal does not include provisions for light, sign or lane changes at Trelawney Street, Shaftesbury Road, Rutledge Street or East Parade.</p> <p>We thank you for providing comments and feedback. Your comments have been noted for any future upgrades in the area.</p>
	<p>The right lane on First Avenue should be made 'Right Turn Only' at the intersections of Shaftesbury Road and Trelawney Street.</p>	
	<p>Cars should be allowed to use the right turn bay from First Avenue onto West Parade. Current vehicles who want to get to West Parade have to turn at Trelawney Street and drive around Eastwood.</p> <p>Allowing a right turn for cars would decrease the amount of cars turning at Trelawney Street.</p>	
	<p>A small number of improvements in the area to turning arrows/lanes would improve congestion in this area.</p>	
	<p>There should be 'No Right Turn' allowed from Shaftesbury Street into Rutledge Street.</p>	

Category	Matter raised	Roads and Maritime response
	High volume of traffic in residential streets (Denistone Road and Ryedale Road) during peak hour traffic.	This proposal targets a reduction in the need to use side streets by alleviating congestion on Blaxland Road between Balaclava Road and First Ave.
<b>Safety</b>	The proposed dual right hand turn will create an unsafe situation where motorists will try and merge out of the right lanes to avoid getting stuck behind turning traffic when they want to travel straight through.	Site observations have noted that this behaviour exists already. The purpose of the project is to increase the efficiency of the intersection, which can help reduce lane swapping. We also conducted a Road Safety Audit to identify and manage safety risks.
<b>Medians</b>	Why is the median strip on Blaxland Road being shortened?.	The median to the East of the intersection has been adjusted to accommodate dual right turns from Blaxland Road into First Avenue.
	Cars often turn illegally across double lines from Edgar Street onto Blaxland Road. Lengthening the median rather than shortening it will worsen this issue.	The median has been designed to consider drainage requirements. If it were any longer, it would create a risk of ponding in the Northbound lanes on Blaxland Road.
<b>Lane configuration</b>	Removing the acceleration lane for left turners off Blaxland Road into First Avenue will worsen the congestion experienced by northbound traffic on Blaxland Road.	Traffic modelling shows much less demand for the left hand turn into First Avenue, when compared with the right hand turns.  It is expected that the left turn lane will not queue out beyond the designed capacity.
	Vehicles turning left from First Avenue onto Blaxland Road take up both lanes causing congestion for northbound traffic on Blaxland Road.	We have recognised this issue, in the proposed design. Congestion will be reduced by extending the left turn bay by 50 metres (approx. 10 car lengths).
	There needs to be a solution to the problem of merging traffic on First Avenue coming off Blaxland Road. Both streams coming right and left off Blaxland Road think they have right of way. Perhaps a give way sign would make the condition safer?.	The proposed design recognises this issue. The right turn lanes will have right of way over the left hand turn from Blaxland Road. Road markings will be adjusted to identify this.

Category	Matter raised	Roads and Maritime response
	<p>It looks like the proposed changes include changing two through lanes and one right hand turn lane into one through lane, one shared through and right and one right turn lane. This will not increase capacity. This is just prioritising traffic turning right into First Avenue over traffic going south on Blaxland Road.</p>	<p>The aim of this proposal is to reduce congestion through the intersection.</p> <p>Traffic modelling demonstrates the merge back into single lane is far enough away from the intersection to not impact congestion.</p>
<p><b>Traffic lights</b></p>	<p>The traffic light phasing at Trelawney Street and Shaftesbury Road needs to be improved to facilitate traffic flow on Rutledge Street.</p>	<p>This proposal does not include provisions for light changes at Lovell Road, Trelawney Street or Shaftesbury Road.</p>
	<p>The traffic light phasing at Lovell Road needs to be adjusted to facilitate traffic flow on Blaxland Road.</p>	<p>We thank you for providing comments and feedback. Your comments have been noted for any future upgrades in the area.</p>
	<p>There should be a right turn arrow added to the traffic lights at Shaftesbury Road.</p>	
	<p>A right turn arrow should be included in the traffic lights at the intersection of First Avenue and East Parade to allow more vehicles to turn right over the bridge.</p>	<p>The purpose of the consultation was to seek feedback on the proposed intersection improvements proposed intersection improvements on Blaxland Road at First Avenue. The proposed improvements will help to ease congestion and improve traffic flow in the area.</p> <p>While your suggestion is not included as part of this proposal it has been noted for any future upgrades in the area.</p>
	<p>The traffic lights at the corner of East Parade and First Avenue should have right turning arrows. It can sometimes take 15 minutes to make this right turn.</p>	
	<p>Roads and Maritime should be supporting University and other research organisations in developing vision for traffic lights supported with intelligent algorithms.</p>	<p>The traffic lights at the intersection are linked to Sydney Coordinated Traffic System (SCATS). SCATS synchronises nearby traffic signals to optimise traffic flow across the road network. It evaluates all traffic approaches on a cycle by cycle basis and automatically distributes the green light phases in an equitable arrangement. Under this arrangement priority is often given to the through traffic on the main road, which is carrying the bulk of vehicles.</p>

Category	Matter raised	Roads and Maritime response
<b>Road widening</b>	Blaxland Road should be widened between Rowe Street and First Avenue, to accommodate an additional southbound lane.	There is currently no proposal to widen Blaxland Road, between Rowe Street and First Avenue, to accommodate an additional southbound lane. Your suggestion is noted but is out of scope for this project.
	Widen First Avenue between Blaxland Road and Ryedale Road to cater for a third lane.	There is currently no proposal to widen Blaxland Road and Ryedale Road to accommodate an additional lane. Your suggestion is noted but is out of scope for this project.
	First Avenue should be widened to East Parade.	The purpose of this proposal was to seek feedback on the proposed intersection improvements at Blaxland Road and First Avenue. Widening this area is not included as part of this proposal.
<b>Cyclists and pedestrians</b>	There is nothing in the proposal to help improve cyclist and pedestrian safety.	<p>In order to minimise the impacts to property owners and avoid acquisition of private property, further widening of the intersection for bike lanes is not proposed.</p> <p>The NSW Government is committed to working with councils to make walking and cycling safer, more convenient and enjoyable transport options that benefit everyone.</p> <p>By better targeting investment to improve walking and cycling in areas where most short trips occur, the NSW Government aims to support more accessible, liveable and productive towns, cities and centres and free up capacity on our roads and public transport system for those customers that need to travel further.</p> <p>Funding for provision of facilities such as shared paths and dedicated bicycle lanes is available to Council's through NSW Government Active Transport Program.</p> <p>Roads and Maritime has referred your comment on to Ryde City Council for their consideration.</p>



Category	Matter raised	Roads and Maritime response
	Council has recently constructed a 2.5m wide footpath along the western side of First Avenue between Ryedale Road and Blaxland Road. Council will require this footpath to be reinstated on a like for like basis.	Roads and Maritime will reinstate footpath facilities on a like for like basis.
The extension of the left turn lane on First Avenue impacts on existing footpath facilities. Council requires all footpaths to be reinstated.		
Drivers do not stop before the zebra crossings. The zebra crossing on First Avenue should be signalised.	Thank you for providing comments and feedback. While your suggestion is not included as part of this proposal it has been noted for any future upgrades at this intersection.	
Cars travel illegally through red lights when turning onto First Avenue causing a safety issue for pedestrians. A red light camera should be installed to alleviate this.		
Cars often queue into the intersection, obstructing pedestrians.	<p>The aim of this proposal is to reduce congestion through the intersection.</p> <p>Proposed design will reduce queue lengths for motorists turning right from Blaxland Road into First Avenue, and travelling north on First Avenue. A better flow of traffic at all points of the intersection will also improve motorist and pedestrian safety at the intersection.</p>	
A pedestrian refuge should be installed on both sides of Ryedale Road.	Ryedale Road is a local road and is managed by Council. Your comments have been forwarded onto Ryde City Council for their consideration.	
Additional signage should be installed on the approach to pedestrian crossings.	Thank you for providing comments and feedback regarding pedestrian safety. While your suggestions are not included as part of this proposal they have been noted for any future upgrades at this intersection.	
Make the pedestrian crossing on First Avenue a		

Category	Matter raised	Roads and Maritime response
	speed hump.	
<b>Buses</b>	The bus zone immediately preceding the left turn slip lane on Blaxland Road westbound obscures the left turn slip lane to First Avenue. Possible relocation in an easterly direction a possible option.	Thank you for providing comments and feedback. While your suggestions are not included as part of this proposal they have been noted for any future upgrades at this intersection.
	The westbound kerbside lane on First Avenue is required to be a minimum of 3.5m wide to accommodate bus movements.	Roads and Maritime tested the proposal against turn paths of not only cars but also heavy vehicles, including buses. The design allows for the appropriate width so buses can make the turn with ease.
<b>Parking</b>	Blaxland Road should be made 'No Stopping' on weekends.	Blaxland Road has been identified for further investigation as part of the clearways program.
	Currently the inside lane on Blaxland Road southbound is 'No Parking'. This would have to be made 'No Stopping' to facilitate the proposed changes.	
<b>Alternative suggestions</b>	The left lanes on Blaxland Road should be T2 transit lanes to encourage people to share their commute.	Roads and Maritime are not proposing to provide a Transit lane, tunnel, underpass, or speed camera as part of this Pinch Point Program project.
	There should be an underpass west of Doomben Avenue under the rail line to West Parade/Railway Avenue.	The aim of the Pinch Point Program is to provide low cost, high benefit proposals to improve congestion on Sydney's roads today.
	There should be an underpass at Marsden Road.	These suggestions have been noted for any future upgrades considered for the area.
	There should be a short tunnel connecting the existent third lane on Blaxland Road to the existing right lane on First Avenue.	
	The right turn from Blaxland Road into Ethel Street should be banned except for police vehicles and	

Category	Matter raised	Roads and Maritime response
	buses.	
	Speed cameras should be installed in this area.	
<b>Out of scope</b>	<p>The lane arrangement at Marsden Road and Stewart Street needs to be changed so that the right hand lane on Marsden Road flows into the most right turning lane into Stewart Street. The left hand lane on Marsden Road should also split into a right turning lane into Stewart and a through lane on Marsden Road.</p>	<p>Thank you for providing comments and feedback regarding other areas on the state road network.</p> <p>While your suggestions are not included as part of this proposal they have been noted for any future upgrades in the area.</p>
<p>Another pinch point is the Epping railway bridge approaches, in particular the left turn from Blaxland Road into the bridge and from Beecroft Road into Blaxland Road.</p>		
<p>Money should be put into the construction of the Country Road, which had been proposed to alleviate high volume of traffic off local streets, but which was shelved years ago.</p>		
<p>Instead of putting money into a short term solution money should be put towards construction of The Country Road.</p>		

## 4. Decision

Roads and Maritime would like to thank the community and stakeholders for considering the proposal and to everyone who took the time to provide feedback.

After reviewing the feedback, we have decided to proceed with the design proposal unchanged.

## 5. Next steps

We have considered all submissions and will ensure our team is aware of concerns raised by the community. We will also ensure that issues highlighted by stakeholders and the community are appropriately addressed throughout the delivery of the project.

Further communications will be provided to the community and stakeholders as the project progresses.

## 6. Appendices

### 6.1 Appendix A – ‘Have your Say’ letter August 2017



Intersection of Blaxland Road and First Avenue

## HAVE YOUR SAY

### Proposed intersection improvements on Blaxland Road, Eastwood

August 2017

The NSW Government is funding two proposals at two intersections on Blaxland Road, Eastwood, to reduce congestion and improve travel times for road users.

Roads and Maritime Services invites your feedback by **Sunday 3 September** on these proposals at the intersections of Blaxland Road and First Avenue, and Blaxland Road, Balaclava Road and Ball Avenue, Eastwood.

We propose to improve traffic flow through these intersections by widening sections of the road and turning lanes and providing new footpaths. These changes will improve travel times for motorists by reducing the congestion and traffic queues at these intersections. Delays are caused by the large number of cars turning from Blaxland Road into Balaclava Road and from Blaxland Road into First Avenue during peak periods.



## Proposed intersection improvements on Blaxland Road at Balaclava Road and Ball Avenue, Eastwood

The NSW Government is funding a proposal as part of its \$300 million Urban Roads Pinch Point Program, which aims to reduce congestion and improve travel times on Sydney's busiest corridors.

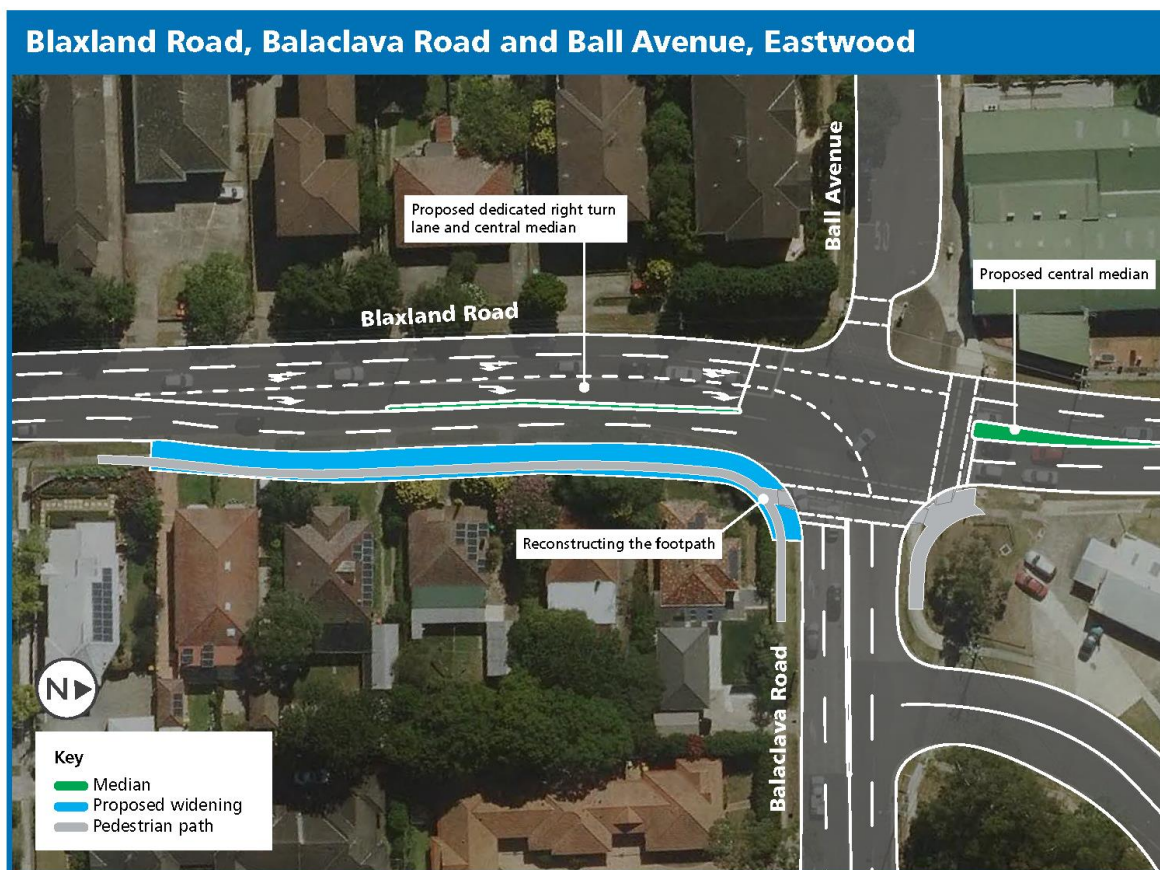
Currently, there is a high volume of road users turning right from Blaxland Road into Balaclava Road. At peak times queues build from the intersection causing the northbound traffic to be blocked.

### Benefits would include:

- reduced queue lengths for motorists turning right from Blaxland Road onto Balaclava Road
- reduced queue lengths for motorists travelling north on Blaxland Road
- improved safety at the intersection for motorists turning right into Balaclava Road from Blaxland Road
- reduced traffic delays due to a better flow of traffic for motorists travelling northbound.

### The proposal includes:

- changing the current lane configuration to provide an additional right turn lane from Blaxland Road into Balaclava Road
- widening on the eastern side of Blaxland Road to accommodate the additional right turn lane
- installing a new raised median in the centre of Blaxland Road
- upgrading traffic lights
- relocating drainage pits and underground pipes
- reconstructing the footpath
- line marking.



## Proposed intersection improvements on Blaxland Road at First Avenue, Eastwood

The NSW Government is funding a proposal as part of its \$225 million Pinch Point Program, which aims to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads.

Currently, there is a high volume of road users turning right from Blaxland Road into First Avenue. At peak times queues build from the intersection causing the southbound traffic to be blocked.

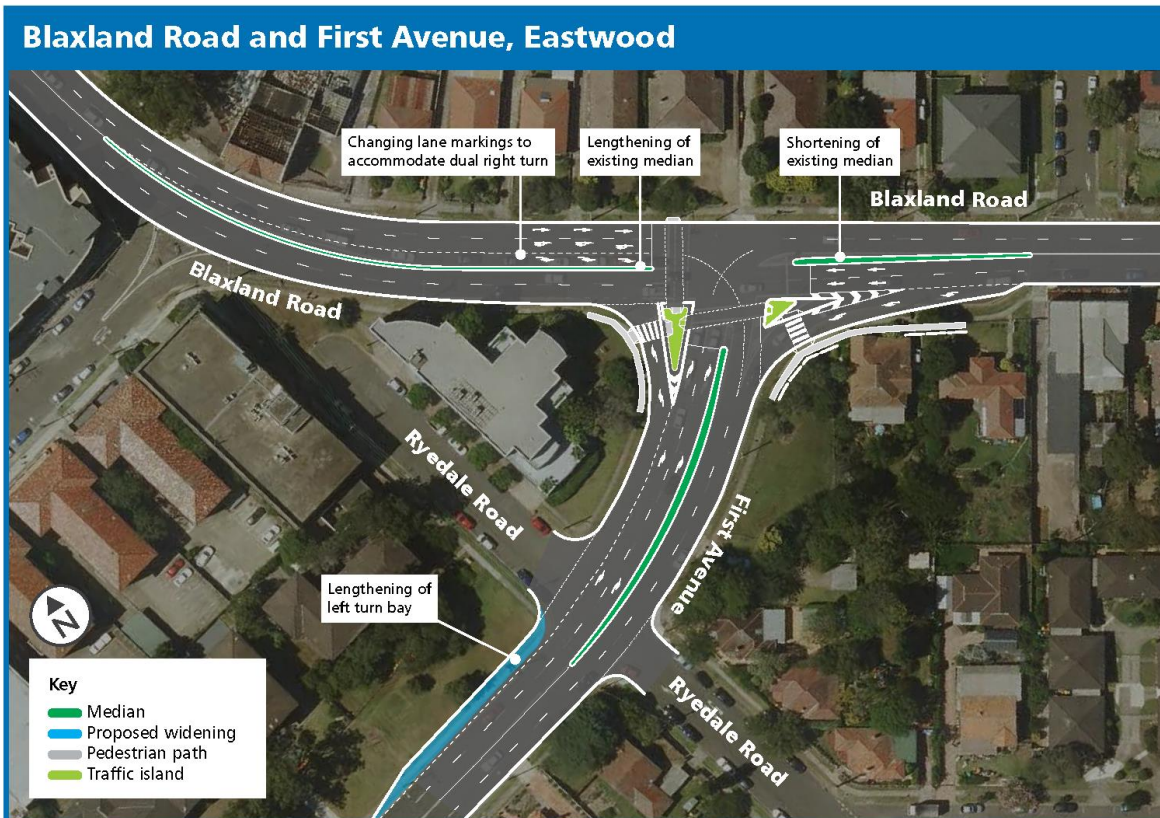
### Benefits would include:

- reduced queue lengths for motorists turning right from Blaxland Road into First Avenue
- reduced queue lengths for motorists traveling north on First Avenue
- improved safety at the intersection, with a reduction in the number of rear end crashes and crashes involving motorists changing lanes
- reduced traffic delays due to a better flow of traffic for motorists at all points of the intersection.

The current left in left out access to Ryedale Road at the intersection with First Avenue, and Rowe Street at the intersection with Blaxland Road, will remain as existing under this proposal.

### The proposal includes:

- changing the current lane configuration on Blaxland Road to accommodate a dual right turn lane
- extending the left turn lane from First Avenue onto Blaxland Road by 100 metres, which would accommodate about 14 extra cars
- extending the centre median by 50 metres on the northbound approach of Blaxland Road
- modifying the existing central raised medians on Blaxland Road and on First Avenue, to accommodate the dual right turn lanes from First Avenue
- upgrading traffic lights
- reconstructing the footpath and traffic islands
- line marking.



## Next steps

We will carefully consider all feedback received before deciding to proceed with each proposal.

Two separate community consultation reports will be prepared summarising the matters raised and will be made available on our website.

We will keep you updated as each proposal progresses.

## Have your say

We invite your feedback on the proposal by **Sunday 3 September**. You can provide your comments by:

 1800 572 004 during business hours

 [pinchpoint@rms.nsw.gov.au](mailto:pinchpoint@rms.nsw.gov.au)

 Pinch Points Program project team,  
Roads and Maritime Services,  
PO Box 973, Parramatta NSW 2124

 [rms.nsw.gov.au/pinchpoints](http://rms.nsw.gov.au/pinchpoints)



## 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 572 004**.

### Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطبة والشفهية (TIS National) على الرقم **131 450**، والطلب منهم الاتصال بوكالتكم على الرقم **1800 572 004**.

### Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 **1800 572 004** 聯絡 Roads and Maritime Services。

### Mandarin

如果你需要口译员，请致电 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 **1800 572 004** 联系 Roads and Maritime Services。

### Greek

Αν χρειάζεστε διερμηνέα, παρακαλείστε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία TIS) στο **131 450** και ζητήστε να τηλεφωνήσουν Roads and Maritime Services στο **1800 572 004**.

### 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 572 004**.

### Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450**으로 연락하여 아들에게 **1800 572 004** 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 572 004**.



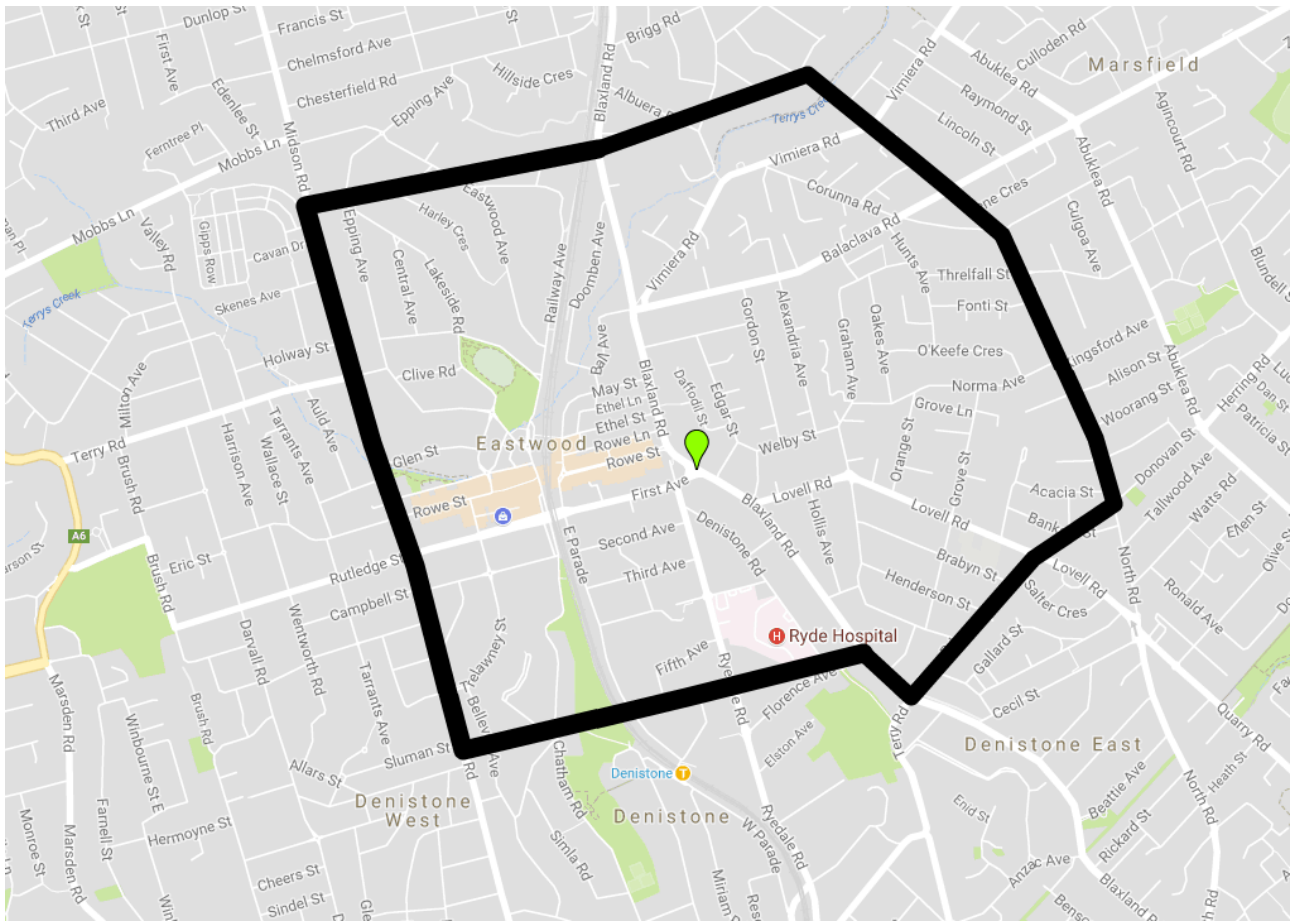
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## 6.2 Appendix B – Distribution map





[rms.nsw.gov.au/pinchpoints](https://rms.nsw.gov.au/pinchpoints)



1800 572 004



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