



**Roads &
Maritime**

Parramatta Road and Shaftesbury Road, Concord/Burwood Intersection improvement

Community Consultation Report

December 2016



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Executive summary

This report provides a summary of Roads and Maritime Services' community and stakeholder consultation on a proposal to reduce congestion at the intersection of Parramatta Road and Shaftesbury Road, Concord.

The NSW Government is funding this project as part of its \$246 million Pinch Point Program which aims to reduce delays, manage congestion and improve travel times on Sydney's main roads particularly during week day peak periods.

Roads and Maritime sought feedback on a proposal in May and June 2016 which included:

- Providing an additional eastbound right turn lane on Parramatta Road into Shaftesbury Road
- Widening Parramatta Road on the northern side and Shaftesbury Road on the western side for the additional right turn lane
- Realigning the footpath on Parramatta Road and Shaftesbury Road
- Removing about 25 trees along the front of Concord Oval with landscaping and replanting, which would be decided in consultation with the City of Canada Bay Council
- Upgrading traffic lights and drainage
- Relocating services
- Removing and replacing asphalt and lane markings
- Landscaping.

We distributed 1000 letters in the local area and to stakeholders inviting feedback. We received comments from 14 people, raising 83 matters. The majority of comments related to the background of the proposal and congestion in the Burwood/Concord area.

Roads and Maritime thanks everyone who provided comments and the community and stakeholders for considering the proposal. We will provide responses to all feedback both through this report and directly to the people and organisations that made comments.

Additional changes have been included as part of this proposal. These include:

- Removing about 40 metres of parking on the eastern side of Shaftesbury Road to accommodate the merge lane for vehicles turning right from Parramatta Road
- Installing a stop sign and stop line on the corner of Loftus Street at Parramatta Road.

Following a review of the comments we have decided to display the Review of Environmental Factors (REF) for further consideration and comment from the community.

We will finalise the REF for this project and update the community and stakeholders with details of the display period.

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1. Introduction

1.1. Background

Motorists travelling eastbound on Parramatta Road are experiencing delays due to vehicles queuing in the right turn lane to turn into Shaftesbury Road and overflowing into the through lanes during peak periods.

Parramatta Road is a state arterial road that connects the Sydney CBD with Parramatta. It is a key access point for the M4 Motorway, the City West Link Road and Sydney's western suburbs.

We propose to install an additional right turn lane on Parramatta Road to increase capacity for cars turning right into Shaftesbury Road.

1.2. The proposal

The NSW Government is funding this project as part of its \$246 million Pinch Point Program which aims to reduce delays, manage congestion and improve travel times on Sydney's main roads particularly during week day peak periods.

The aim of the proposal is to:

- Reduce the frequency of the right turn bay overflowing along Parramatta Road eastbound at Shaftesbury Road
- Reduce congestion and improve travel times on Parramatta Road
- Increase capacity for vehicles turning right into Shaftesbury Road.

The proposal includes:

- Providing an additional eastbound right turn lane on Parramatta Road into Shaftesbury Road
- Widening Parramatta Road on the northern side and Shaftesbury Road on the western side for the additional right turn lane
- Realigning the footpath on Parramatta Road and Shaftesbury Road
- Removing about 25 trees along the front of Concord Oval with landscaping and replanting, in consultation with the City of Canada Bay Council
- Upgrading traffic lights and drainage
- Relocating services
- Removing and replacing asphalt and lane markings
- Landscaping.

2. Consultation approach

2.1. Consultation objectives

We consulted with the community during May and June 2016 on the concept design to:

- Seek comment, feedback, ideas, and suggestions for us to consider when developing the proposal and the Review of Environmental Factors (REF).
- Build a database of interested and concerned community members with whom we can continue to engage during the proposal's development.

Following a review of the comments we have decided to display the Review of Environmental Factors (REF) and changes to the concept design for further consideration and comment from the community. The REF describes the proposal, documents the likely impacts on the environment and details protective measures to be implemented.

2.2 How consultation was done

We sought feedback between Wednesday 18 May and Friday 24 June. Community members were encouraged to provide their feedback, leave comments and make submissions via mail, email or phone contact with the project team. Our key consultation tools were:

Letter to the local community and key stakeholders (Appendix A)	<ul style="list-style-type: none">• Delivered to 1000 residents and businesses in Concord and Burwood (Appendix B – <i>Letterbox distribution area</i>)• Delivered to Canada Bay and Burwood Councils• Direct mailed to emergency services, government agencies, schools and businesses in the local area
Signs	<ul style="list-style-type: none">• Located at the intersection of Parramatta Road and Shaftesbury Road
Doorknocking	<ul style="list-style-type: none">• Residents and businesses directly affected by widening on Shaftesbury Road were doorknocked and given an opportunity to ask the project team questions about the proposal.

3 Consultation summary

3.1. Overview

Roads and Maritime received comments from 14 people, raising 83 different matters. All responses raised questions on the justification for the proposal and requested further information.

Comments received were from local residents, business owners and Burwood Council.

All comments have been considered to help Roads and Maritime make decisions on this proposal. Matters raised during consultation that are not within Roads and Maritime's area of responsibility have been forwarded to the relevant authority.

3.2. Feedback and Roads and Maritime's responses

Roads and Maritime has provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented, as well as in this report, which will be made available to the public.

Category	Matters raised	Roads and Maritime's response
<p>Project background</p> <p>nine comments</p>	<p>Why was this location chosen?</p> <hr/> <p>The westbound traffic should be targeted not eastbound traffic</p>	<p>The NSW Government's \$246 million Pinch Point and Clearways Program aims to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.</p> <p>In 2012, the Parramatta Road corridor between Strathfield and Petersham was investigated as part of the \$246 million Pinch Point and Clearways Program. The intersection of Parramatta Road and Shaftesbury Road was identified as a Pinch Point which would benefit from a low cost, high benefit solution to ease congestion and facilitate increased local traffic capacity for motorists in the growing Burwood residential and commercial areas.</p> <p>Eastbound congestion on Parramatta Road during peak periods is caused by vehicles queueing to turn right into Shaftesbury Road, and overflowing into the through traffic lanes.</p> <p>Further information on the Pinch Point Program can be found at www.rms.nsw.gov.au/projects/key-build-program/pinch-point-program/246m-pinch-point-program.html</p>

<p>Why are you only adding one extra lane? Why not two based on expected growth in the area.</p>	<p>Roads and Maritime considered a number of options to ease congestion at this intersection. We carried out traffic modelling, including predicted future volumes, to help determine the best option.</p> <p>Providing one additional turn lane from Parramatta Road into Shaftesbury Road provided the smallest impact to the community and environment as well as delivering the best value for money solution.</p> <p>Adding two extra turn lanes would require significant widening on both Parramatta Road and Shaftesbury Road. The high cost and community impact of property acquisition and utility relocation that would be required for this option was not considered feasible.</p>
<p>The new WestConnex tunnel and M4 widening will ease congestion on Parramatta Road and make this work unnecessary.</p>	<p>WestConnex will complete key 'missing links' in Sydney's motorway network by widening and extending the M4 to the inner city, duplicating the existing M5 East and providing an airport link. It will remove over 3,000 trucks off Parramatta Road and improve travel times on Parramatta Road.</p> <p>Modelling has demonstrated that once WestConnex is operational, Shaftesbury Road will continue to be heavily used by local traffic to access the Burwood CBD and shopping centre. This proposal aims to further improve travel times on Parramatta Road by ensuring there is enough space for vehicles turning right into Shaftesbury Road without blocking the eastbound through traffic lanes.</p>
<p>How does this proposal affect Shaftesbury Road?</p>	<p>We propose to widen Shaftesbury Road to introduce an additional southbound lane to accommodate the additional right turn lane from Parramatta Road.</p> <p>To accommodate traffic from the additional right turn lane from Parramatta Road and to facilitate traffic movement in Shaftesbury Road, about 40 metres (or about seven car spaces) of parking is also proposed to be removed .</p> <p>The environmental assessment for this proposal (Review of Environmental Factors) will be put on public display later this year. The community will be able to comment on the removal of parking on Shaftesbury Road during the display period.</p>
<p>Could widening of Parramatta Road occur in other positions, such as the southern side of Parramatta Road between Burwood Road and Shaftesbury Road?</p>	<p>Widening on the southern side of Parramatta Road was considered but would have an unacceptable impact on the Burwood Bus Depot and other businesses.</p> <p>Acquiring land from Burwood Bus Depot would decrease the depot's storage capacity and significantly impact bus services.</p>

<p>Is this part of the WestConnex funding and proposals?</p>	<p>This proposal is not part of the WestConnex program of works. The proposal to upgrade the intersection of Parramatta Road and Shaftesbury Road is being managed by Roads and Maritime Services and is part of the NSW Government's \$246 million Pinch Point and Clearways Program, which aims to reduce delays, manage congestion and improve travel times on Sydney's main roads, particularly during week day peak periods.</p>
<p>What alternatives have been considered?</p>	<p>The objective of the proposal is to improve traffic flow for the eastbound through lanes on Parramatta Road by providing additional capacity for cars turning right into Shaftesbury Road.</p> <p>Roads and Maritime considered alternate design options to ease congestion at this intersection including widening on the southern side of Parramatta Road. The environmental assessment for this proposal (Review of Environmental Factors) includes a review of alternate options and describes the evaluation criteria applied in determining the preferred option. Once this preferred design was adopted, refinements were also made as the design progressed in order to further minimise impacts. This included adjusting lane widths to minimise property impacts.</p> <p>Providing one additional turn lane from Parramatta Road into Shaftesbury Road has the smallest impact on the community and environment as well as delivering the best value for money solution.</p>
<p>Does the proximity of a bus depot affect the parameters of the problem?</p>	<p>Buses turning into Burwood Bus Depot have a dedicated right turn lane further east along Parramatta Road, so the capacity on Parramatta Road does not need to be increased to accommodate buses. However, the location of Burwood Bus Depot does mean that the widening on Shaftesbury Road is only feasible on the northern side.</p> <p>Increasing the capacity of the right turn lane from Parramatta Road into the widened Shaftesbury Road would reduce traffic queuing in the Parramatta Road through lanes and improve traffic flow along the Parramatta Road corridor.</p>

<p>Traffic and congestion</p> <p>Five comments</p>	<p>How will the project improve congestion in Shaftesbury Road?</p>	<p>The objective of the proposal is to improve traffic flow for the eastbound through lanes on Parramatta Road by providing additional capacity for vehicles turning right into Shaftesbury Road.</p> <p>This would be achieved by duplicating the right turn lane from Parramatta Road into Shaftesbury Road to reduce the frequency of the right turn lane overflowing and blocking the eastbound through lanes of Parramatta Road.</p> <p>Shaftesbury Road would be widened and about 40 metres of parking is proposed to be removed to accommodate the dual right turn lanes from Parramatta Road. This would facilitate the movement of traffic in Shaftesbury Road.</p> <p>The environmental assessment for this proposal (Review of Environmental Factors) will be put on public display later this year. The community will be able to comment on the removal of parking in Shaftesbury Road during the display period.</p>
<p>There are delays as vehicles bank up at the mouth of Shaftesbury Road as many vehicles stop to turn right into Milton Street.</p>	<p>The proposed improvements are to facilitate improved traffic flow on Parramatta Road. Shaftesbury Road and Milton Street are local roads under the care and control of Burwood Council. Your comment has been forwarded onto the Burwood Local Traffic Committee, administered by Burwood Council, for consideration.</p>	
<p>Buses in Shaftesbury Road routinely encroach on oncoming traffic, particularly near the intersection with Parramatta Road.</p>	<p>The widening of Shaftesbury Road and installation of a concrete median would alleviate this issue. Buses turning left from Parramatta Road into Shaftesbury Road would have an extra lane and should not encroach on oncoming traffic.</p>	
<p>What traffic modelling has been completed? Can we see the traffic modelling?</p>	<p>Traffic modelling was carried out in 2012 during the development stage of the proposal. It found that approximately 5500 and 6000 motorists use the intersection during the AM and PM peak periods.</p>	
<p>The proposal does not address differing local as opposed to regional traffic management objectives. The increase in high-rise development around Burwood and on Parramatta Road will increase pressure for Parramatta Road being used as a local rat-run.</p>	<p>It also found that motorists experience long delays during the peak periods, with right turn queue lengths on Parramatta Road often exceeding the available storage of the turn bay, which impacts the capacity of the eastbound through traffic movement.</p> <p>This proposal is expected to reduce the time motorists spend delayed at the intersection and reduce the lengths of the queues.</p>	

<p>Does the traffic modelling show how the widening of Loftus Street and Parramatta Road will impact on traffic in Loftus Street on a 24/7 basis?</p>	<p>Widening of Loftus Street is not proposed as part of this project. Minor adjustments would be made to the north east corner of Loftus Street to align with the widening of Parramatta Road. Loftus Street would be the same width following completion of the project.</p> <p>Traffic modelling does not assess Loftus Street as traffic movement on Loftus street is not considered to be impacted by this proposal.</p>
<p>The eastbound lane closest to the median strip stretching back to Burwood Road will still be a source of congestion and promotion of dangerous lane changing following the widening.</p>	<p>The objective of this proposal is to improve traffic flow for the eastbound through lanes on Parramatta Road by providing additional capacity for vehicles turning right into Shaftesbury Road.</p> <p>This would be achieved by duplicating the right turn lane from Parramatta Road into Shaftesbury Road and reducing the frequency of the right turn lane overflowing and blocking the eastbound through lanes on Parramatta Road. It is not expected to encourage lane changing.</p>
<p>Wentworth Avenue and Shaftesbury Road are key access routes for connections to the Burwood area. Adding additional cars to the queue that don't impede eastbound traffic is not a fix.</p>	<p>This proposal is funded by the NSW Government's \$246 million Pinch Point and Clearways Program which aims to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.</p> <p>The proposal specifically aims to improve traffic flow on the Parramatta Road corridor by adding an additional right turn lane from Parramatta Road into Shaftesbury Road, reducing traffic queuing in the eastbound through lanes on Parramatta Road and improving the operation of the Parramatta Road corridor.</p> <p>Wentworth Avenue and Shaftesbury Road are local roads under the care and control of Burwood Council. It is the responsibility of Council to manage congestion on local roads.</p>

	<p>The left turn out of Loftus Street onto Parramatta Road is dangerous. Cars coming out of Loftus Street to turn right onto Shaftesbury Road cross three lanes of traffic. This is made worse by the current traffic that is banked up in the fast lane and oncoming traffic.</p>	<p>In response to community feedback, this proposal includes the introduction of a stop sign and stop line at the intersection of Loftus Street and Parramatta Road.</p> <p>The additional right turn lane would also assist vehicles turning left out of Loftus Street and right into Shaftesbury Road, joining a one of two shorter queues on Parramatta Road.</p> <p>The environmental assessment for this proposal (Review of Environmental Factors) will be put on public display later this year. The community will be able to comment on the proposed stop sign and stop line control on Loftus Street during the display period.</p>
<p>Traffic light phasing</p> <p>Three comments</p>	<p>Adjust the traffic lights to allow more time for cars to turn right into Shaftesbury Road.</p>	<p>The traffic lights on the Parramatta Road are linked to Sydney Coordinated Adaptive 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.</p> <p>The introduction of an additional right turn movement, or a longer green light allowance from Parramatta Road eastbound into Shaftesbury Road will only occur when set criteria have been met. This dynamic approach allows SCATS to introduce a repeat right turn phase, but only when there is demand. At other times the system will give priority to traffic on Parramatta Road.</p> <p>The right turn filter from Parramatta Road into Shaftesbury Road would be removed and vehicles would be able to turn right on the green arrow signal only. This is necessary due to two right turn lanes.</p> <p>For safety reasons, with the introduction of an additional right turn lane from Parramatta Road, the traffic lights at the intersection would be modified so that eastbound traffic turning right into Shaftesbury Road would only be able to do so on a green arrow signal.</p>
	<p>Currently eastbound traffic receives two phases per cycle to turn right onto Shaftesbury Road. Will this reduce to a single phase as there is potential for twice the capacity?</p>	
	<p>Will the phasing of the traffic lights be modified?</p>	
<p>Road widening</p> <p>Five comments</p>	<p>Is Loftus Street being widened?</p>	<p>Widening of Loftus Street is not proposed as part of this project. Loftus Street would remain in its current configuration of one lane in each direction. There would be minor adjustments to the north east corner of Loftus Street at Parramatta Road, to align with the widening of Parramatta Road. The concrete traffic island on Loftus Street would be modified to ensure Loftus Street remains the same width.</p>
	<p>Widening Loftus Street will encourage rat runs through the street.</p>	
	<p>How much will Loftus Street be widened?</p>	

	The widening of Loftus Street and Parramatta Road is unacceptable to the community.	
	Is Loftus Street being widened to facilitate the movement of semi-trailers?	
	The proposed widening on Parramatta Road will not accommodate the amount of traffic.	Increasing the capacity of the right turning lane from Parramatta Road into a widened Shaftesbury Road would reduce the incidence of traffic queuing in the Parramatta Road eastbound through lanes and improve the operation of the Parramatta Road corridor.
	Why is the western side of Shaftesbury Road being widened? The eastern side would be a better choice as it is already public land. The cost to widen on the eastern side would also be less as there are more public utilities to be relocated on the western side. Widening the eastern side would also have less of an impact on residential properties and business'.	<p>Roads and Maritime considered alternate design options to ease congestion at this intersection, including widening on the other side of Parramatta Road and Shaftesbury Road. The environmental assessment for this proposal (Review of Environmental Factors) includes a review of alternate options and describes the evaluation criteria applied in determining the preferred option. Once this preferred design was adopted, refinements were also made as the design progressed in order to further minimise impacts. This included adjusting lane widths to minimise property impacts.</p> <p>Providing one additional turn lane from Parramatta Road into Shaftesbury Road provided the smallest impact to the community and environment as well as delivering the best value for money solution.</p> <p>Widening the eastern side of Shaftesbury Road was assessed as not feasible because it would decrease Burwood Bus Depot's storage capacity and significantly impact bus services.</p>
Road alignment Three	Current alignment on Parramatta Road causes vehicles to run over the kerb at the corner of Loftus Street.	The new alignment and wider lanes will reduce the likelihood of vehicles travelling over the kerb at the corner of Loftus Street.

comments	<p>The two proposed turning lanes merge at a point level with the first house in Shaftesbury Road, only 15 metres from Parramatta Road. This is not sufficient distance to allow two lanes of traffic to clear Parramatta Road.</p>	<p>The additional lane in Shaftesbury Road would provide a merge distance of 70 metres, to allow space for the two lanes of traffic to clear Parramatta Road.</p> <p>Traffic modelling indicates that increasing the capacity of the right turning lane from Parramatta Road into a widened Shaftesbury Road would reduce the incidence of traffic queuing in the Parramatta Road eastbound through lanes and improve the operation of the Parramatta Road corridor.</p>
	<p>Traffic travelling southbound up Shaftesbury Road is restricted by the width of the residential street.</p>	
	<p>Shaftesbury Road, south of the existing 'no stopping zone' is congested due to the narrowness past the 'no stopping' zone. The current proposed end of the dual lanes is not enough if the aim is to reduce the traffic queuing across the westbound carriageway of Parramatta Road.</p>	
<p>Local road impacts</p> <p>Five comments</p>	<p>Shaftesbury Road needs to be upgraded and resurfaced if this proposal is to go ahead.</p>	<p>Shaftesbury Road is a local road that falls under the care and control of Burwood Council.</p> <p>Roads and Maritime Services is proposing an upgrade of the intersection of Parramatta Road and Shaftesbury Road to improve traffic flow on Parramatta Road. As this proposal includes widening the first section of Shaftesbury Road, we would resurface 90 metres of Shaftesbury Road from the corner of Parramatta Road.</p> <p>Requests for maintenance and other changes to Shaftesbury Road have been forwarded to Burwood Council for their consideration.</p> <p>To facilitate this project, a site compound would be established and would be in use throughout the construction of the proposed intersection upgrade works.</p> <p>Vehicles, including trucks would need to access the site during construction hours. The location of the compound is being investigated as part of the environmental assessment process. Stakeholders will be able to comment on the proposed site compound location when the Review of Environmental Factors is displayed for community comment later this year.</p>
	<p>Shaftesbury Road should only allow light vehicles of up to 4.5 tonnes to use the road.</p>	
	<p>The sub-base of the road has failed and sunk in two locations between Meryla Street and Parramatta Road, along Shaftesbury Road.</p>	
	<p>Will this project involve allowing trucks access to residential streets?</p>	

<p>The proposed changes will increase the traffic in Loftus and Barton Streets.</p>	<p>Traffic on Loftus and Barton Streets is not expected to increase as a result of the proposed changes.</p>
<p>The proposed widths of the footpath and verge on the western side of Shaftesbury Road are greater than what is required. Why is this proposed?</p>	<p>The footpath width of 3.5 metres has been designed in accordance with Australian standards to accommodate the relocation of underground utilities and underground relocation of overhead cables.</p>
<p>Why is the central median strip on Shaftesbury Road being widened?</p>	<p>The central median width of 0.6 metres has been designed in accordance with the Australian standards.</p>
<p>Acquisition for a verge is not necessary as there is currently no verge on the western side of Shaftesbury Road.</p>	<p>The design has been modified to provide a footpath and grass verge in accordance with Australian standards.</p>
<p>At every opportunity that council and the Government have had to be upfront about plans for Loftus Street, they have chosen to mislead and gone forward with whatever they planned, regardless of the disruption to people who live here.</p>	<p>During the consultation period for this proposal, Roads and Maritime used a number of methods to consult with the community and stakeholders:</p> <ul style="list-style-type: none"> • We distributed over 1000 community updates to residents and businesses in the local area • Community updates were directly mailed to key stakeholders including councils, members of parliament, emergency services, utilities, businesses, education facilities and community groups • Residents and businesses directly affected by widening on Shaftesbury Road were doorknocked and given an opportunity to ask the project team questions about the proposal • Signs were located at the intersection of Shaftesbury Road and Parramatta Road • A media release was issued. <p>Roads and Maritime consults to understand the concerns and needs of the community, so that this feedback can be considered in the final clearway solution, in addition to the data collected and surveyed for this location.</p> <p>The community will be able to comment on the environmental impacts of the proposal and changes to the concept design during the Review of Environmental Factors display period.</p>

	The service station located at the corner of Shaftesbury Road and Parramatta Road has ample land to accommodate this proposal.	Shaftesbury Road needs to be widened further south past the service station to ensure enough space is provided for vehicles to merge to a single lane.
Local business One comment	How will you maintain a safe proximity from the fuel tanks under the service station?	Investigations into safe distances from underground utilities have been carried out and this information will inform the final design.
	How will safe access to the service station be maintained?	The final design will take into consideration the turning angle of vehicles to ensure safe access for vehicles and pedestrians.
Environmental assessment Four comments	Has the environmental assessment taken into consideration the impact of bringing Parramatta Road closer to Loftus Street and enhancing the access for truck and road traffic?	Roads and Maritime assesses to the fullest extent possible, all matters affecting or likely to affect the environment as part of the environmental assessment process for this project. The Review of Environmental Factors (REF) includes a Traffic and Transport section which assesses the potential construction and operational impacts of the proposal. The REF will be put on public display later this year to allow comment.
	Will the cumulative impacts on resident's health be taken into consideration through environmental assessments?	An environmental assessment is being carried out as part of this proposal. This is known as a Review of Environmental Factors (REF). The REF describes the proposal, documents the likely impacts on the environment and details mitigation measures to be implemented. It includes assessment of noise, air quality, visual and socio-economic impacts. The REF will be put on display later this year and the community will be able to comment on the environmental impacts of the proposal during the display period.
	We want health impact assessment be conducted to assess the impact of road widening on the health of residents.	
	What independent modelling has been undertaken to show the impact of the proposal on the health and quality of life of the community?	
	Residents in this area are being forced to live in a construction zone.	
	There is no benefit to Shaftesbury Road residents as noise, pollution and air quality will only increase.	

	<p>Health issues and an unclean environment have been caused due to proximity to a busy road and amount of construction activity.</p>	
	<p>What economic, social, environmental and health parameters will you be using to determine the impact to the community? What independent experts will you have assessing these impacts?</p>	<p>Roads and Maritime assess to the fullest extent possible, all matters affecting or likely to affect the environment, as part of the Review of Environmental Factors (REF). An independent, professional environmental consultant has been engaged to prepare this assessment.</p>
	<p>Who is the company or organisation conducting the environmental assessment? What is their relationship to Roads and Maritime? What is their expertise? What other projects have they worked with you on? What modelling have they conducted on the flow of traffic in and out of our community and the impact on quality of life from removing mature trees, bringing Parramatta Road closer to the community and enhancing the access to Loftus Street.</p>	<p>The REF has a section assessing biodiversity, visual and landscape character impacts of the proposal.</p> <p>The REF will be put on public display later this year. The community will be able to comment on the assessments and expected impacts to the environment during the display period.</p>
<p>Tree removal Three comments</p>	<p>The removal of trees along Concord Oval is unacceptable to the community. The trees along Parramatta Road provide the last possible screening between the environment and noise pollution for the residents of Loftus Street.</p>	<p>Vegetation provides an effective noise barrier only where there is a substantial density and depth. The removal of the row of trees along the Concord Oval frontage would not change road traffic noise levels.</p> <p>The potential visual and amenity impacts of the vegetation removal will be addressed within the environmental assessment.</p> <p>The removal of these trees is an unavoidable impact required to accommodate the proposal. Mitigation measures to address this impact include a landscaping plan prepared in consultation with Canada Bay Council. The plan includes replacement trees being planted at the corner of Loftus Street and landscaping on Parramatta Road in front of Concord Oval with consideration of ongoing maintenance requirements.</p>

	<p>Has the environmental assessment taken into account the impact of removing mature trees on the community?</p>	<p>The consultation process allowed for feedback to be received through a number of different channels including mail, email or phone contact with the project team. Roads and Maritime provided details for a translation service that was detailed in communications provided to the community, to assist CALD community members with understanding the proposal and to facilitate feedback. (See Appendix A – <i>Letter to the local community and key stakeholders, May 2016</i>).</p>
<p>The long term results of the removal of mature trees will be an increase in temperatures and greenhouse emissions, less aesthetic surroundings for no great decrease in traffic congestion. Why remove mature publicly owned trees for such little gain?</p>		
<p>Any replacement trees planted will require constant care and watering until reaching five metres high let alone 50 years growth. With global warming predicted to rise in the next century there is no certainty of stable climatic conditions facing the growth of replacement trees.</p>		
<p>Will climate conditions in the second part of this century make it difficult to establish significant mature public placement of trees on the site?</p>		
<p>Window dressing with landscaping will in no way compensate.</p>		
<p>Community Consultation Three comments</p>	<p>Given the profile of our community, including culturally and linguistically diverse people, the elderly, and people with young children and with carer duties, asking for written feedback is not acceptable.</p>	<p>The consultation process allowed for feedback to be received through a number of different channels including mail, email or phone contact with the project team. Roads and Maritime Services provided details for a translation service that was detailed in communications provided to the community, to assist CALD community members with understanding the proposal and to facilitate feedback. (See Appendix A – <i>Letter to the local community and key stakeholders, May 2016</i>).</p>

	<p>Please provide details of your consultation process to date and for the length of this process.</p>	<p>In May and June 2016, we consulted with the community on the proposed intersection upgrade and provided a period of five weeks for community members to provide feedback/comments on the proposal. Responses to comments received are provided in this report.</p> <p>The Review of Environmental Factors will be placed on display later this year and will give the community another opportunity to comment on the environmental impacts and design of the proposal.</p>
	<p>Who will review the submissions? Whose decision will it be to decide whose submissions are taken into consideration? What parameters will be applied to review the input?</p>	<p>All submissions have been reviewed by Roads and Maritime. We will consider all feedback received during the consultation period, the environmental impacts and potential benefits of the proposal before deciding whether to proceed with this proposal.</p>
	<p>Numerous residents have not received information about this proposal.</p>	<p>Information about this proposal was distributed by hand delivery to 1000 residents in the area surrounding the project. (See Appendix A – <i>Letter to the local community and key stakeholders, May 2016</i>). A map detailing the letterbox distribution area for this information is provided in Appendix B. Information was also provided on the Roads and Maritime website were located at the intersection inviting feedback.</p>
	<p>Roads and Maritime Services has contracted Ventia Boral Amey Joint Venture to carry out Community Consultation and the Review of Environmental Factors, in addition to delivering the proposed project.</p>	<p>Ventia Boral Amey Joint Venture is carrying the community consultation for this proposal on behalf of Roads and Maritime. Any consultation they carry out is in accordance with Roads and Maritime Communication and Stakeholder Engagement guidelines and procedures.</p>

<p>Your flyer is misleading. The greatest impact of your project has nothing to do with Shaftesbury Road. All impact of the proposal will be felt by the residential community of Loftus Street.</p>	<p>The objective of the proposal is to improve traffic flow for the eastbound through lanes on Parramatta Road by providing additional capacity for vehicles turning right into Shaftesbury Road.</p> <p>This will be achieved by adding an additional right turn lane from Parramatta Road into Shaftesbury Road to reduce the frequency of the right turn lane overflowing and blocking the eastbound through lanes of Parramatta Road.</p> <p>Shaftesbury Road would be widened as part of this proposal to provide a safe merge.</p> <p>Minor adjustments would be made to the corner of Loftus Street to accommodate the widening on Parramatta Road. The width of Loftus Street would remain the same as a result of this proposal.</p>
<p>The picture on the consultation material is labelled incorrectly. Shaftesbury Road has been incorrectly labelled and should be Loftus Street.</p>	<p>The consultation material has been reviewed and all streets were labelled correctly in the maps provided.</p>
<p>Shaftesbury Road is in Burwood not Concord.</p>	<p>Shaftesbury Road is in Burwood, however the proposed additional right turn lane on Parramatta Road would be in Concord. We will provide both suburb names in future communications to avoid confusion.</p>
<p>The information provided in bold print, which is the easiest to read by the elderly and people who have English as a second language is incorrect and therefore misleading.</p>	<p>The information provided in the consultation material details the areas where the project will have the most impact.</p>
<p>When considering feedback, will the existing stress the community is currently experiencing be taken into account?</p>	<p>The environmental assessment will consider the cumulative impact of nearby projects. Roads and Maritime will also take into consideration all feedback received from the community, as well as the potential benefits of the proposal, before deciding whether to proceed with this proposal.</p>
<p>Will the consultation process allow the community to put forward alternatives?</p>	
<p>No consultation on concept design prior to property owner being contacted regarding acquisition.</p>	<p>We acknowledge that residents impacted by property acquisition were contacted before any consultation on the concept design was carried out and apologise for any inconvenience this may have caused.</p>

	<p>What is the name and contact details of the person or persons in Roads and Maritime who are the public servants responsible for this project?</p>	<p>Roads and Maritime has engaged Ventia Boral Amey to develop and deliver this initiative on behalf of Roads and Maritime.</p>
	<p>We would like a community meeting to be held for the residents of Loftus Street to discuss this project and provide an opportunity for 10 years' worth of community concerns to be addressed.</p>	<p>As part of the Review of Environmental Factors display a community information session will be scheduled. The community will be notified of the information session and the display period and encouraged to provide feedback.</p> <p>The community information session will be confined to the scope and impacts of this proposal.</p>
<p>Out of scope Three comments</p>	<p>The right turn from Parramatta Road into Burwood Road would be a better choice for this work.</p>	<p>The NSW Government's \$246 million Pinch Point and Clearways Program aims to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads, particularly during weekday peak periods.</p> <p>Parramatta Road between Strathfield and Petersham was investigated as part of the \$246 million Pinch Point and Clearways Program. The intersection of Parramatta Road and Wentworth Road was identified as Pinch Points, although Burwood Road was not. Introducing a right turn movement into Burwood Road would further impact the performance of the Parramatta Road corridor and therefore there are no current plans to alter the permitted movements from Parramatta Road into Burwood Road.</p> <p>Further information on the Pinch Point Program can be found at www.rms.nsw.gov.au/projects/key-build-program/pinch-point-program/246m-pinch-point-program.html</p>
	<p>The intersection of Parramatta Road and Wentworth Road is much more congested.</p>	

	<p>The initial stages of the WestConnex project have resulted in massive reductions in air quality, high levels of potentially dioxin and asbestos infused dirt in street, on our cars and houses, and in our lungs.</p>	<p>Enquiries in relation to the WestConnex project have been forwarded to Sydney Motorways Corporation for consideration.</p>
<p>There has been a rapid increase in the use of Loftus Street by trucks. Almost all of them driving at 20-30Kms above the speed limit. This includes semi-trailers and articulated lorries, on a daily basis. WestConnex made a commitment to ensure Loftus Street would not be used as a through fare or parking lot for trucks, and have completely failed in their duty of care to our community.</p>		
<p>We would like a meeting to discuss the current impact of WestConnex. The aim of the meeting is to reduce traffic through Loftus Street and reduce the current noise and environmental impact contributed to by WestConnex from Parramatta Road to our community.</p>		
<p>Past landscaping by the council had catastrophic results for our community. The destruction of trees by WestConnex has exacerbated these problems exponentially.</p>		
<p>What are future developments of junction of the M4 and Parramatta Road?</p>		

	<p>Will there always be a reliance on fossil fuel transport, private or public?</p>	<p>The NSW Government's <i>NSW Long Term Transport Master Plan</i> sets out guide the NSW Government's transport funding priorities over the next 20 years, and provides the overall framework for how our transport system develops, whether it is the services that are delivered or the infrastructure that underpins them.</p>
	<p>What is the future for our public parks and public trees?</p>	<p>The plan identifies protecting our environment as key challenge that applies to the entire transport network and makes the commitment that travel choices, land use and transport planning will minimise environmental degradation and damage. A copy of the plan is available here: http://www.transport.nsw.gov.au/sites/default/files/b2b/publications/nsw-transport-masterplan-final.pdf</p>

4. Decision

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

We have considered feedback received and decided to display the Review of Environmental Factors for further consideration and comment from the community.


5. Next steps

We will finalise the Review of Environmental Factors for this project and update the community and stakeholders with details of the display period.

We will continue to keep the community informed as the project progress.


6. Appendix


6.1. Appendix A – Letter to the local community and key stakeholders, May 2016



Traffic queued on Parramatta Road, turning right into Shaftesbury Road, Concord

Project development process





Have your say

May 2016

Intersection improvement Parramatta Road and Shaftesbury Road, Concord

This NSW Government is funding this proposal as part of its \$246 million Pinch Point Program which aims to reduce delays, manage congestion and improve travel times on Sydney's main roads particularly during week day peak periods.


Roads and Maritime Services is seeking feedback by **Friday 24 June** on a proposal to improve traffic efficiency at the intersection of Parramatta Road and Shaftesbury Road.

What is being proposed?

The proposal includes:

- Providing an additional eastbound right turn lane on Parramatta Road into Shaftesbury Road
- Widening Parramatta Road on the northern side and Shaftesbury Road on the western side for the additional right turn lane
- Realigning the footpath on Parramatta Road and Shaftesbury Road
- Removing about 25 trees along the front of Concord Oval with landscaping and replanting will be decided in consultation with the City of Canada Bay Council
- Upgrading traffic lights and drainage
- Relocating services
- Removing and replacing asphalt and lane markings
- Landscaping.

Location map



Project benefits

- Reduced congestion and improved travel times on Parramatta Road
- Increased capacity for vehicles turning right into Shaftesbury Road.

Contact us

For more information, please contact the project team on:

1800 677 700

nswenquiries@vbajv.com.au

Ventia Boral Amey Joint Venture
Communication and Stakeholder Engagement
PO Box 838, Rockdale, NSW, 2216

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 677 700

Have your say


We are seeking feedback on the proposal and would appreciate your comments by **Friday 24 June**. Please send your written comments to our delivery partner:

Mail: Ventia Boral Amey Joint Venture
C&SE
PO Box 838
Rockdale NSW 2216

Email: nswenquiries@vbajv.com.au

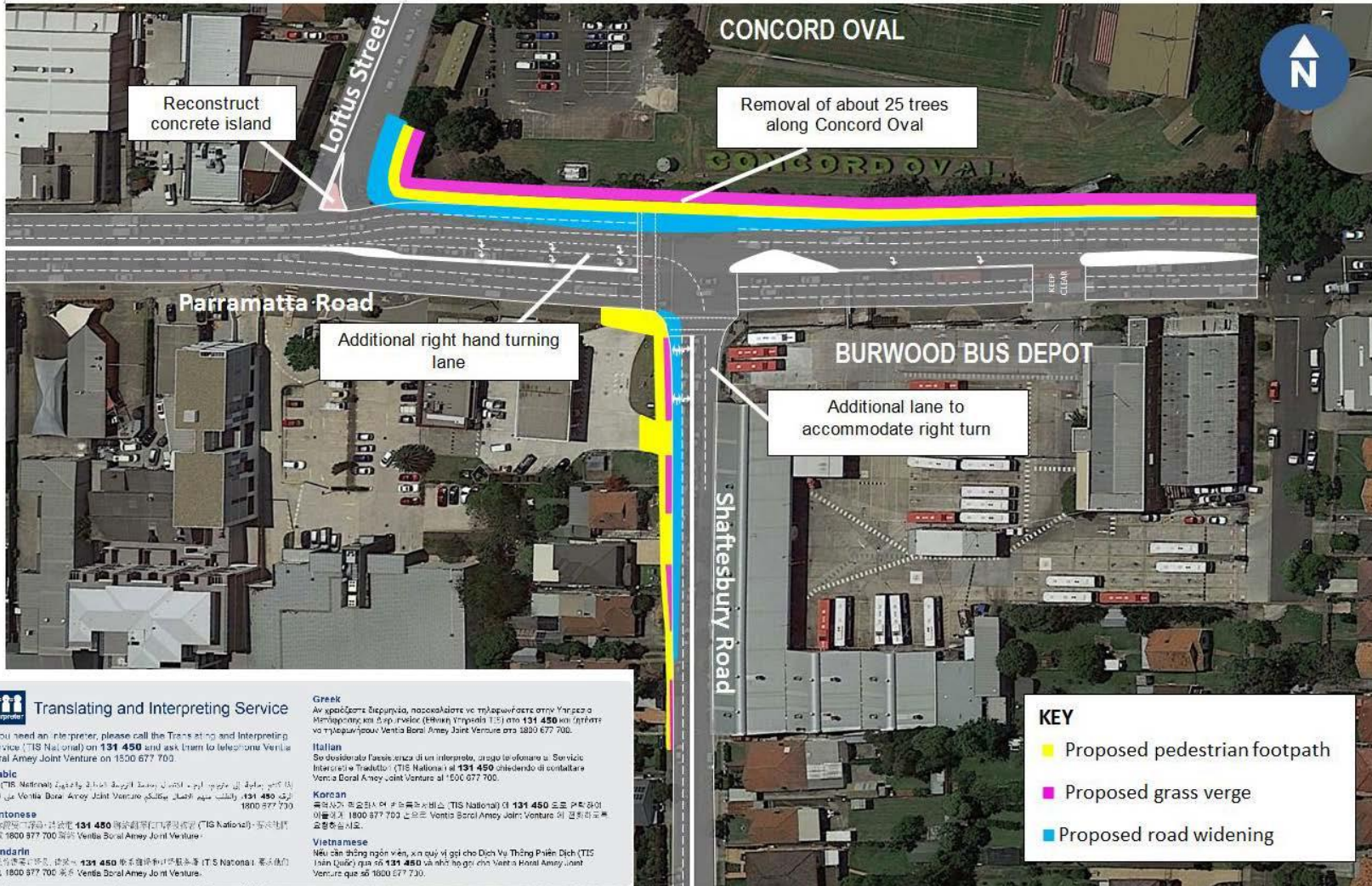
Privacy
Privacy: Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PIP Act") which requires that we comply with the information Privacy Principles set out in the PIP Act. All information in correspondence is collected for the sole purpose of 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 Ventia Boral Amey Joint Venture at 422 West Botany Street, Rockdale, 2216, NSW. You have the right to access and correct the information if you believe that it is incorrect.

May 2016
RMS 16 188
T81514.6



Transport
Roads & Maritime
Services

Proposed changes to the intersection of Parramatta Road and Shaftesbury Road, Concord



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 Veneta Boral Amey Joint Venture on 1500 677 700.

Arabic
إذا كنت بحاجة لمترجم، يرجى الاتصال بخدمات الترجمة الوطنية (TIS National) على الرقم 131 450 وطلب منهم الاتصال بـ Veneta Boral Amey Joint Venture على الرقم 1500 677 700.

Cantonese
如果你需要口譯員，請致電 131 450 聯絡翻譯和口譯服務中心 (TIS National) 查詢詳情。查詢電話 1500 677 700 聯絡 Veneta Boral Amey Joint Venture。

Mandarin
如果您需要口譯員，請致電 131 450 聯絡翻譯和口譯服務中心 (TIS National) 查詢詳情。查詢電話 1500 677 700 聯絡 Veneta Boral Amey Joint Venture。

Greek
Αν χρειάζεστε διαγλώσσα, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μεταγλώσσησης και Σημειώσεων (TIS National) στο 131 450 και να ζητήσετε να τηλεφωνήσουν Veneta Boral Amey Joint Venture στα 1500 677 700.

Italian
Se desiderate l'assistenza di un interprete, vi preghiamo di chiamare il Servizio Interpretazione Traduzione (TIS National) al 131 450 chiedendo di contattare Veneta Boral Amey Joint Venture al 1500 677 700.

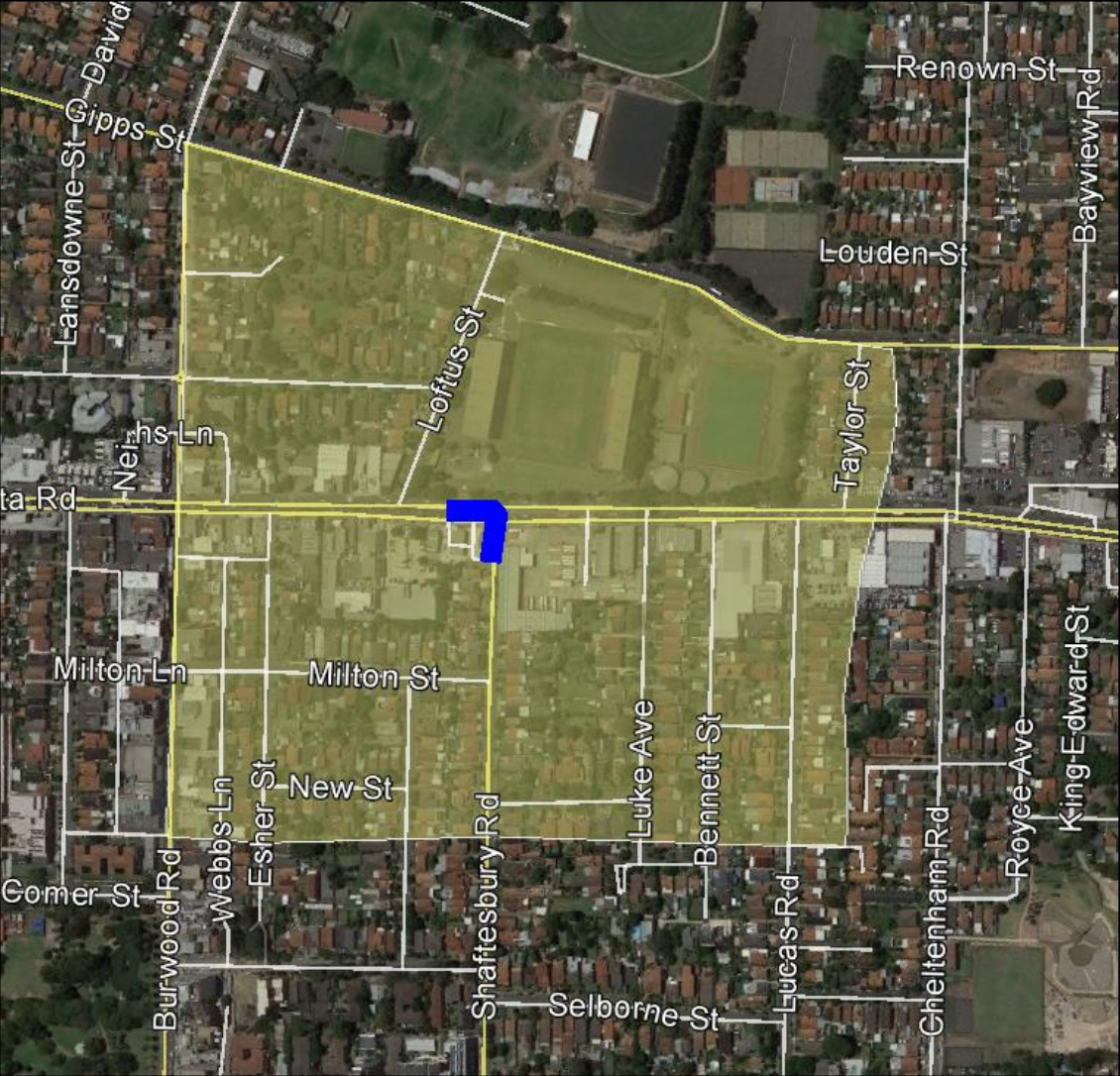
Korean
통역사나 해설사가 필요하시면 (TIS National)에 131 450 으로 한국어 언어 서비스를 1800 677 700 번호로 Veneta Boral Amey Joint Venture 에 문의하십시오.

Vietnamese
Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS - Liên Quốc) qua số 131 450 và nhờ họ gọi cho Veneta Boral Amey Joint Venture qua số 1500 677 700.

KEY

- Proposed pedestrian footpath
- Proposed grass verge
- Proposed road widening

6.2. Appendix B – Letterbox distribution area





nswenquiries@vbajv.com.au



1800 677 700



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December 2016
RMS 16.570
ISBN: 978-1-925582-26-0