



Transport for NSW

Proposed upgrade of Hill Road at Sydney Olympic Park and Lidcombe

Community Consultation Report

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1 Executive summary

Transport for NSW (TfNSW) is proposing to upgrade Hill Road, from Parramatta Road, Lidcombe, to John Ian Wing Parade, within the Sydney Olympic Park precinct. The proposal is presently in the concept design phase.

Funding for the project is from the NSW Government's Housing Acceleration Fund, which is administered by the Department of Planning, Industry and Environment.

The purpose of the upgrade is to provide connectivity to the developing Carter Street urban activation precinct; a development that includes around 5,500 residential properties, a school and other retail and commercial businesses. The proposed Hill Road upgrade should be viewed in relation to the Department's Masterplan for the precinct (planningportal.nsw.gov.au/CarterStreet).

In addition to servicing the Carter Street precinct, the upgrade will deliver improved connectivity for the growing activity within the Sydney Olympic Park precinct, as well as the residential and commercial centres of Newington and Wentworth Point. The upgrade will complement other NSW Government transport initiatives in the area, including the WestConnex Motorway project, the development of the Sydney Metro West link and the \$100 million upgrade at Homebush Bay Drive and Australia Avenue.

The proposed upgrade involves:

- widening Hill Road between Parramatta Road and John Ian Wing Parade
- adding a new eastern extension at the intersection of Hill Road and John Ian Wing Parade, to serve as the primary western entrance into the Carter Street Precinct
- creating an additional lane from the M4 Western Motorway eastbound off ramp at Hill Road and installing new traffic and pedestrian signals
- redesigning and improving the efficiency of critical intersections at Hill Road and Parramatta Road/ Bombay Street, and at Burnie Avenue, Lidcombe
- prohibiting right turns from Hill Road onto Carter Street by reconfiguring turns to left-in/left-out only
- working with the Department of Planning, Industry and Environment and the City of Parramatta Council to construct new and enhance existing active transport links (pedestrian and cycle paths) along Hill Road and surrounds
- relocating existing gas, electrical, telecommunications and water utilities, and upgrading including stormwater and flood mitigation infrastructure.

Pending approval of the project and subject to changes to the project scope, construction on the Hill Road upgrade is expected to begin in 2023.

In December 2020, TfNSW called for public comment on the proposed upgrade (see 'Have your say' notification at appendix A). The notification also announced that a previous proposal to construct a westbound off ramp from the M4 Western Motorway onto Hill Road was no longer under consideration. Following extensive investigations, it was determined there were serious safety and environmental issues with the proposed off ramp.

The most prominent themes arising from the public response include:

- the need for more and safer pedestrian and cycle paths and crossings, as well as street lighting along Hill Road;
- clarification on the roadway layout as represented in the Community Notification for the Have Your Say about the project. These issues were clarified and a new indicative roadway design is included at Appendix A; and
- criticism of the decision to cancel the M4 westbound off ramp at Hill Road.

Section 4.1 contains a summary of public submissions and TfNSW's responses.

Many respondents raised concerns about issues outside the direct scope of the public consultation. These included:

- congestion on the existing road network, particularly at Homebush Bay Drive and Australia Avenue
- the need for signalised intersections on Bennelong Parkway, Holker Street and Avenue of Oceania
- calls to re-establish disused rail links in the area.

The Hill Road upgrade project team referred the above 'out of scope' concerns to other divisions within TfNSW, the Department of Planning, Industry and Environment and the City of Parramatta Council.

1.2 Decision

TfNSW will continue to develop the concept design for the Hill Road upgrade. The next stages of public consultation involves publication of the Review of Environmental Factors (REF), which is expected in the last quarter of 2021 inviting public comment on the concept design.

1.3 Background

The Carter Street urban activation precinct, which is being delivered by the Department of Planning, Industry and Environment, is expected to generate 5,500 new homes and 5,500 jobs. The Masterplan for the precinct was finalised in December 2020 and can be viewed or downloaded from the Department's website.

The population growth arising from this extensive residential, retail and commercial development will call for significant investment in public and road transport infrastructure. In 2015, the Hill Road upgrade was announced, to be funded under the Department's Housing Acceleration Fund (HAF). The HAF provides grants for critical infrastructure projects (including transport, water, wastewater, drainage and community infrastructure) that help accelerate the delivery of housing.

At the time of the announcement, the proposal included a westbound off ramp from the M4 Western Motorway at Hill Road. In 2020, TfNSW announced the cancellation of the off ramp element of the Hill Road upgrade.

In the intervening years, TfNSW had developed and considered many options for the off ramp. No options were considered satisfactory, due to safety concerns, including traffic weaves and queuing on the motorway, as well as environmental and planning concerns, such as visual impact and urban design considerations.

Proposed Hill Road upgrade



KEY

- | | | | |
|--|------------------|--|---|
| | Existing roadway | | Shared path |
| | Widened roadway | | New road to connect with the Carter Street Precinct |
| | Median | | |

- | | |
|--|--|
| | Pedestrian crossing with traffic lights |
| | Pedestrian crossing without traffic lights |

2 Engagement

2.2 Consultation objectives

In December 2020, TfNSW distributed a 'Have Your Say' notification to approximately 10,000 residents and businesses in Lidcombe, Sydney Olympic Park, Wentworth Point and Newington.

The extensive distribution area was developed to ensure it captured a range of views from different groups within the community. These were expected to include views on congestion and active transport for people living in the residential centres of Wentworth Point and Newington, as well as how the upgrade would help bring more visitors to commercial and retail locations, such as the Sydney Olympic Park precinct.

TfNSW acknowledges that some of the main beneficiaries of the upgrade (such as future residents and commercial retail businesses within the Carter Street precinct) could not be identified at this point in time.

However, these engagements gave TfNSW the opportunity to:

- seek comment, feedback, ideas and suggestions for consideration on the proposed upgrade
- identify and contact directly affected residents and stakeholders
- build a database of interested and concerned community members for future engagement opportunities.

As the consultation period included the Christmas and school holidays, TfNSW extended the formal consultation period to six weeks (as opposed to the usual three to four weeks) and allowed extensions for late submissions.

2.3 Project scope

In 2013, the Department of Planning, Industry and Environment announced an urban renewal project for the Carter Street precinct, directly adjacent to Sydney Olympic Park. Under the proposal, the precinct would be home to the development of 5,500 residential units, as well as commercial and retail properties and a new school.

To meet increased demand for road connectivity, the Department partnered with TfNSW (then Roads and Maritime Services), to deliver an upgrade of Hill Road, which will become the one of the precincts main access points.

TfNSW will deliver road connectivity via the Hill Road upgrade, which includes a number of intersection improvements and the construction of a new eastern road to connect with the Carter Street precinct intersection at John Ian Wing Parade. The upgrade also proposes to construct new and enhance existing shared transport infrastructure within the project area.

Other involvement in roads and active transport across the Carter Street and Sydney Olympic Park precincts, as well as Wentworth Point and Newington, comes from the City of Parramatta Council, through its operational responsibility for local roads in the area, and the Department of Planning, Industry and Environment, which is responsible for the Carter Street Masterplan.

Many of the submissions received during the comment period raised issues about road or active transport in areas adjacent to the proposed upgrade. In these instances,

TfNSW has referred these submissions to either the City of Parramatta Council or the Department of Planning, Industry and Environment, as appropriate. To ensure the confidentiality of the respondents, TfNSW removed any potentially identifying information, including names, email and street addresses.

2.4 Engagement response

During the six week consultation period, TfNSW received 31 submissions, including a number from community advocates, peak bodies and local government. Of these submissions, 23 contained comment/s directly relevant to the proposed scope of the Hill Road upgrade and some raised matters both within and outside the scope of the consultation.

2.4.1 Comments within project scope

The most prominent themes raised by respondents within the project's scope for the Hill Road upgrade proposal included:

- the need for more active transport (pedestrian and cyclist) links
- continued turning access at the John Ian Wing Parade intersection
- the cancellation of the M4-Hill Road westbound off ramp
- insufficient attention to connectivity issues for residents in Wentworth Point and Newington
- the proposed prohibition of the right turn from Hill Road onto Carter Street
- the signalisation of the M4-Hill Road eastbound off ramp
- congestion at the intersection of Hill Road, Parramatta Road and Bombay Street, Lidcombe.

(These comments and TfNSW responses are summarised in the table below.)

2.4.2 Comments outside project scope

A number of submissions addressed matters outside the scope of the proposed Hill Road upgrade, but were otherwise relevant to TfNSW operations. The main themes included:

- the use of local streets for short cut 'rat-runs'
- calls for intersection or road improvements in other areas of Sydney Olympic Park, Wentworth Point and Newington
- congestion on other parts of the road network, particularly at the intersection of Homebush Bay Drive and Australia Avenue
- a call to re-establish disused rail links in the area.

In instances where comments fell within the operational responsibility of the City of Parramatta Council, respondents were advised their comments had been referred.

When the matters raised were out-of-scope but still relevant to TfNSW operations, respondents' comments were forwarded for consideration and response, if appropriate.

Respondents with an interest in local transport and development matters were also encouraged to visit the Department of Planning, Industry and Environment's Carter Street Masterplan portal (planningportal.nsw.gov.au/CarterStreet). The portal contains further information about plans for the precinct outside the Hill Road upgrade project area.

2.4.3 Analysis of the submissions

Consideration of public submissions indicate a range of views about the desire for and/or perceived effectiveness of the upgrade.

Responses from local residents indicated a strong view the project does not do enough to address significant congestion issues in the area. A number of respondents, including representatives from the local business community, referenced the cancellation of a previous proposal for the M4-Hill Road westbound off ramp element as a failure to address local needs.

TfNSW acknowledged the community concern as understandable and explained its confidence the upgrade will provide effective connectivity for the soon to be developed Carter Street precinct which will be home to about 5,500 residential units as well as sizeable commercial and retail areas and a new school.

TfNSW also expressed that the Hill Road upgrade is only one of a number of transport initiatives underway or in development that will deliver better connectivity to northern parts of Lidcombe, Sydney Olympic Park and the heavily residential areas of Wentworth Point and Newington. These projects include the \$100 million investment in the upgrade of the Homebush Bay Drive and Australia Avenue intersection and the construction of the Sydney Metro West stations at Sydney Olympic Park and North Strathfield.

Active transport infrastructure (for movement and safety) was another prominent theme across the submissions. In this respect, TfNSW made clear there would be more opportunities for further public input as the design progresses. While some of the submissions referred to areas beyond the project's boundaries, the response from TfNSW emphasised there was scope in the project for the construction of new and the enhancement of existing active transport links.

A key characteristic of good active transport planning is to ensure the infrastructure goes where it's needed and where it's most likely to be effective. A key influence in this regard will be the development of the Carter Street precinct. A clearer understanding of community needs will come with time and the Hill Road upgrade contains plenty of scope to deliver good active transport connectivity accordingly.

One clear theme from the consultation process is the community believes plenty of work needs to be done to improve transport across the area. Much of this work is already being collaboratively planned or delivered by TfNSW, the Department of Planning, Industry and Environment and the City of Parramatta Council to ensure transport needs are aligned with future residential, commercial and retail development needs.

3 The outcome

TfNSW has reviewed and considered all submissions arising from public consultation. No changes to the project's scope will be made.

3.2 Future engagement

TfNSW will continue to engage with the local community, local businesses and key stakeholders as the project progresses through the concept phase, through detailed design and onwards to construction.

The Review of Environmental factors for the project will be published for public comment on the TfNSW website in the fourth quarter of 2021.

roads-waterways.transport.nsw.gov.au/projects/hill-road-upgrade/index.html

4 Summary: public comment and Transport for NSW response

Below is a table summarising the key themes raised in submissions during the initial public consultation from December 2020 to February 2021, which are considered to be within the scope of the proposed upgrade. Also included are responses to these issues from TfNSW. Some of the responses may appear general, however, this reflects the relatively early-stage of the project's development.

Readers are advised there will be further opportunities for public involvement as the project progresses through the environmental assessment and design stages, through to the construction phase of the upgrade.

The themes have been identified after consideration of all submissions and specific comments have been published to illustrate public concerns. Where these comments have come from public organisations, this is noted accordingly. Comments from private individuals are anonymous, to ensure their privacy.

TfNSW has responded directly to each submission with specific information about their concerns, suggestions or comments.

4.2 Comments within the proposed upgrade scope

Theme - Cancellation of proposed the M4-Hill Road off ramp (including congestion on adjacent road corridors)

Comment summary

"[We are] concerned that by not delivering the M4 Westbound Off-ramp as part of the upgrade of Hill Road, this issue will go unresolved and will be further amplified as developments are completed and the region grows in population."

"The cancellation of plans for the M4 - Hill Road westbound off ramp is very short sighted. I don't buy the feasibility of this element's excuse that it can't be done safely ... [Parramatta Road] will become a car park when an additional 5,500 residents move into the Carter Street Precinct. The cancelled M4 off ramp ... for Newington residents and Wentworth Point residents would have alleviated the congestion."

"Not having a westbound off ramp from M4 to Hill Road is insane. That needs reinvestigation and solving ... Accessing Newington, Wentworth Point and Carter Street from the city or M4 is very difficult via Silverwater Road, which is nightmare gridlock, or via Australia Avenue and the worst roundabout in the world."

"Our organisations have been vocal advocates for the need to improve access to the Olympic Peninsula. The M4-Hill Road Westbound off ramp was included as a priority project for the

Transport for NSW response

We appreciate there is considerable disappointment with the decision to cancel plans for a westbound off ramp from the M4 Western Motorway at Hill Road

Transport for NSW (TfNSW) developed and considered many options for the off ramp. No options were considered satisfactory, due to safety concerns (including traffic weaves and queuing on the motorway) as well as environmental and planning concerns, including visual impact and urban design considerations.

The reasons for the decision to cancel the off ramp element can be found on the project webpage: roads-waterways.transport.nsw.gov.au/projects/hill-road-upgrade/index.html

TfNSW continues to have a positive view of future transport provision in the Carter Street and Sydney Olympic Park precincts, as well as Wentworth Point and Newington.

TfNSW is currently developing plans to upgrade the intersection of Australia Avenue and Homebush Bay Drive, supported by \$100 million commitment from the NSW and Australian governments. The upgrade is complex and it will

Peninsula in our Relight the Flame: A five-point plan to complete the Sydney Olympic vision we launched in February 2019.” (Submission from Business Western Sydney and the Sydney Olympic Park Business Association)

“The future M4 Westbound Off-Ramp to Hill Rd must be provided to service the increasing populations of Wentworth Point, Sydney Olympic Park and the Carter St Precinct. Failure to provide this ramp will force residents to use either the Homebush Bay Drive or Silverwater Road off-ramps from the M4. This will result in increased congestion at the Homebush Bay Drive/Australia Avenue intersection and increased rat running through the Newington residential areas.”

“I am very annoyed that you will not be constructing the promised off ramp at Hill Road. All the other things that will be done will not ease the problem.”

“The original plan to link Wentworth Point and Newington to the M4 is the right one and I urge you to revisit the M4 off ramp into Hill Road and finish the job.”

be vital to ensure we balance the scale of the upgrade with the requirement to keep traffic moving into and through the Sydney Olympic Park precinct.

TfNSW is focussed on delivering multi-modal solutions to transport demand within the Sydney Olympic Park precinct, the Wentworth Point peninsula and Newington. In addition to our investment in road upgrades (including Hill Road and Australia Avenue/Homebush Bay Drive), the NSW Government is delivering the Sydney Metro West project, with new stations at Sydney Olympic Park and North Strathfield.

Theme - Congestion at the intersection of Hill and Parramatta roads

Comment summary

“Anyone who has observed westbound traffic on Parramatta Road would see the problem immediately.

In peak hours sometime only three or four vehicles are able to make the right turn from Hill Road to Parramatta Road. So what is the point of two right turn lanes if Parramatta Road westbound is banked up? To compound the problem vehicles going straight across to Bombay St frequently have to wait for three or four traffic light cycles.”

“No matter how many lanes you added to the Hill Road and Parramatta Road intersection, the greenlight time is too short, at most it can pass 4 -5 cars on each lane each time ... cars always back up from Hill Road, sometimes up to John Ian Wing parade, so how is RMS going to solve this issue?”

Transport for NSW response

The additional right-turn bay from Hill Road is designed to take more right-turning vehicles from Hill Road, allowing more through and left-turning vehicles with each phase.

Theme - Changes to Carter Street access

Comment summary

"We encourage Transport for NSW to reconsider the plan for the intersection of Carter Street and Hill Road to make it left turn only in and out. Our organisations believe that a full traffic signalling upgrade of the intersection would be beneficial in allowing two access points into the Carter Street precinct and maintain the right turn into Carter Street from Hill Road heading north."

(Submission from Business Western Sydney and the Sydney Olympic Park Business Association)

"The proposed changes for Hill Road, particularly at Carter Street, rely on a connection from John Ian Wing Parade to Uhrig Road being constructed and operational. It is to be noted that this connection is dependent on the works being completed by the developers with an uncertain timeline." (Submission from City of Parramatta Council)

Transport for NSW response

When the proposed Hill Road upgrade is completed, there will be three signalised intersections within short intervals along Hill Road (at Parramatta Road, the M4 eastbound off ramp and at John Ian Wing Parade – about 530m in distance). Additional signals in this section of road would likely create safety and traffic congestion issues.

TfNSW is confident that the upgrade, as proposed, will create improved connectivity to the Carter Street and Sydney Olympic Park precincts, as well as improve journey reliability for through traffic to the Wentworth Point peninsula and Newington. This includes the aforementioned intersection upgrades, the widening of Hill Road, the eastern extension on John Ian Wing Parade, as well as the realignment of the left turn from Parramatta Road onto Birnie Avenue, Lidcombe, which will improve heavy vehicle access to the eastern side of the Carter Street Precinct.

Theme - Illegal and dangerous turns on Hill Road

Comment summary

"Many cars turn into Hill Road from Parramatta Rd, both from the eastbound and westbound direction, and then do a dangerous U-turn across the traffic to access the westbound on ramp to the M4. Median barrier along Hill Rd to well past the eastbound on ramp maybe would solve this issue?"

"[The proposal diagram indicates a] median going north along Hill Road from Parramatta Road to John Ian Wing Parade. However, unless this is a substantial physical barrier ... it will not prevent drivers ... trying to move to right-hand lane to turn right into Carter Street ... making illegal U-turns onto M4 eastbound on ramp."

Transport for NSW response

The issue has been considered by the project team and a number of steps have been taken to eliminate dangerous practices.

As part of the proposed upgrade, TfNSW will prohibit right turns into and out of Carter Street from Hill Road (left-in and left-out turns will be permitted). In addition, a continuous raised median will be constructed along Hill Road between Parramatta Road and John Ian Wing Parade. This will present a physical barrier to illegal turns, including shortcut access to the M4 east and westbound on ramps.

Theme - Retention of vehicle movements at Hill Road and John Ian Wing Parade

Comment summary

"I would like to know why the left hand turn lane out of John Ian Wing Parade onto Hill Road has been left off. As a Newington resident I am hoping this is just an oversight as this is well used by Newington residents to access Sydney Olympic Park, Wentworth Point, Rhodes, Concord and Ryde."

"Could you please explain why the existing left turn from Wing Parade onto Hill Road seems to have been left off the upgrade?"

"What will happen to the bus routes 525 and 526 that turn left at Hill Rd at the intersection with John Ian Wing Parade, since there will be no left turn arrows at that intersection coming from Newington? Also why can't you be able to go straight ahead into Carter St precinct from John Ian Wing Parade?"

"Why is there no slip lane from Hill Road to John Ian Wing Parade, and from John Ian Wing Parade onto Hill Road? I could see that lots of cars still need to turn into Newington or bypass Parramatta Road to Silverwater."

Transport for NSW response

Left turns and through movements at the intersection of Hill Road and John Ian Wing Parade will continue to be permitted after the upgrade is completed.

The diagram included in the December 2020 Community Notification showed physical line markings and direction arrows as they will appear on the roadway after the proposed upgrades are completed. A number of respondents raised concerns the absence of arrows in other directions meant some existing movements would no longer be permitted. This is not the case and TfNSW apologises for the misunderstanding.

This report includes a new drawing of the roadway at Appendix A, which shows the physical road markings as they will appear on the road at the completion of the upgrade, as well as arrows indicating through movements or other turns.

Concerns over short cuts through residential areas

Comment summary

"What provisions have been made in this project to prevent small local streets from becoming rat runs with the extra population? Adding a new exit from the Carter St Precinct directly into John Ian Wing Parade is a terrible design."

"The widening of Hill Road and the upgrading of its intersection with Parramatta Road ... appear to be good ideas ... However, the improved conditions will most likely create more traffic going north on Hill Road for quicker ("rat run") access to the A3 at the Underwood Road roundabout in order to avoid the very busy Parramatta Road as much as possible."

Transport for NSW response

With regard to the use of local streets for shortcuts, TfNSW works with local councils on strategies to address these issues. While the improvements delivered by the Hill Road upgrade will also benefit residents of Newington and Wentworth Point, they do not affect access to local streets or encourage their use as short cuts.

With regard to adding an eastern extension to the intersection of Hill Road and John Ian Wing Parade, this is being done to accommodate future traffic growth from the development of the Carter Street precinct. The Department of Planning, Industry and Environment's Masterplan establishes John Ian Wing Parade as the Precinct's primary western approach and we encourage people with an interest in the development to visit the Masterplan webpage.

The development is proposed to have 5,500 residences, as well as a school, park and commercial and retail properties. In addition to servicing residents and businesses in the Precinct, John Ian Wing Parade will provide the Newington community access to these facilities.

4.3 Comments outside the proposed upgrade scope

A number of themes were identified as being outside the project's scope such as local roads, which are managed by the City of Parramatta Council.

In instances where a submission was considered out-of-scope, TfNSW advised the respondent what action was or might be taken to ensure further consideration of their issues. This included advising respondents to raise their issues directly with the City of Parramatta or Cumberland councils.

Such themes included upgrading and/or signalling other intersections along Hill Road, including its intersections with:

- Bennelong Parkway
- Avenue of Oceania
- Old Hill Link
- Holker Street
- Delhi Street.

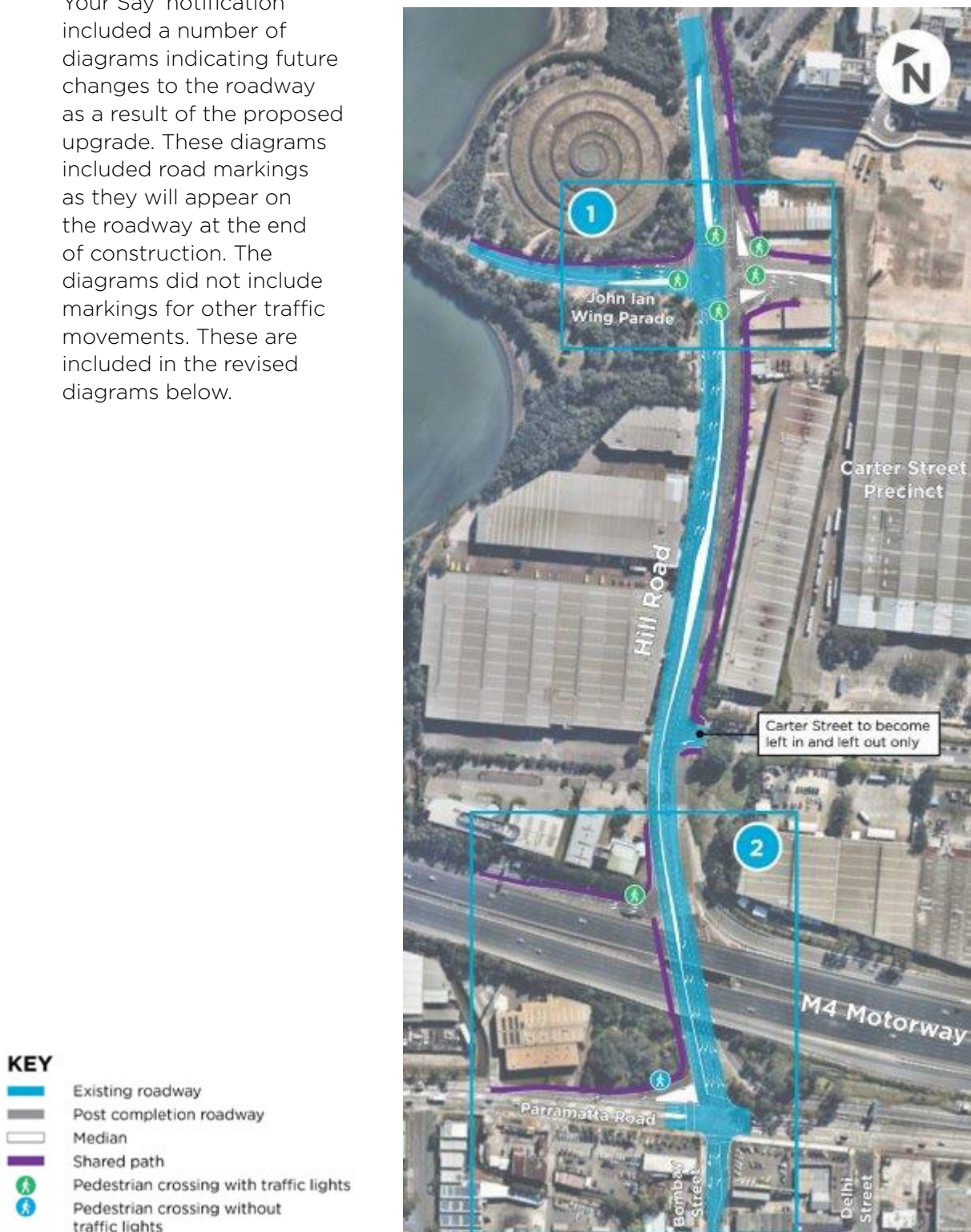
Themes also included suggestions for improved or upgraded pedestrian and cycle links that fall outside the proposed upgrade boundaries. TfNSW involvement in the project is limited to enhancing existing or constructing new active transport infrastructure within the project area which is specifically associated with the widening and upgrading of Hill Road and associated intersections. The project is not intended to deliver all active transport links identified in the Carter Street Masterplan.

In these instances, respondents were advised to directly contact the City of Parramatta Council, which oversees the delivery of additional active transport links as adjacent developments are progressed in the area.

5 Appendix A: Diagrams of upgraded intersections indicating actual and indicative turning movements

The December 2020 'Have Your Say' notification included a number of diagrams indicating future changes to the roadway as a result of the proposed upgrade. These diagrams included road markings as they will appear on the roadway at the end of construction. The diagrams did not include markings for other traffic movements. These are included in the revised diagrams below.

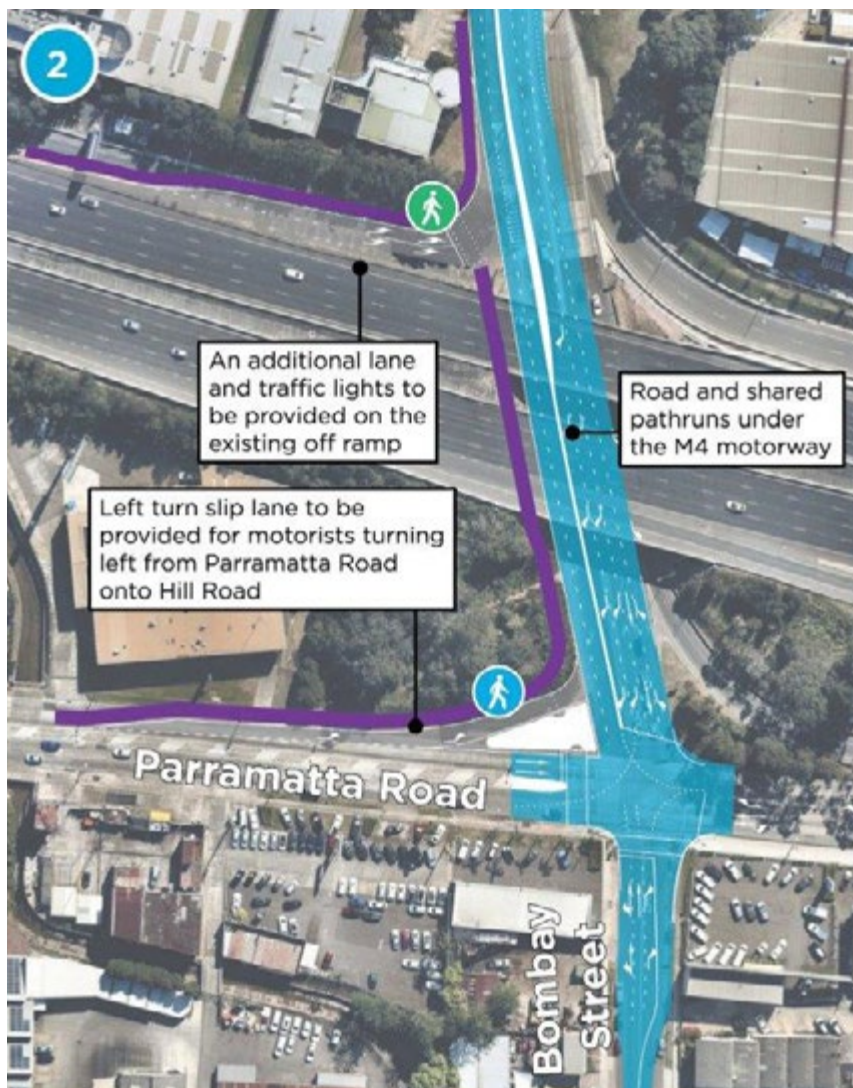
Project area (not including Birnie Avenue)



Hill Road and John Ian Wing Parade



Hill Road and Parramatta Road



KEY

Existing roadway
Post completion roadway

Median
Shared path

Pedestrian crossing with traffic lights
Pedestrian crossing without traffic lights

6 Appendix B: 'Have your say' on the proposed Hill Road upgrade

The December 2020 'Have Your Say' notification included a number of diagrams indicating future changes to the roadway as a result of the proposed upgrade. These diagrams included road markings as they will appear on the roadway at the end of construction. The diagrams did not include markings for other traffic movements. These are included in the revised diagrams below.



Transport for NSW

Have your say on the proposed upgrade of Hill Road, at Sydney Olympic Park and Lidcombe

Public consultation closes 1 February 2021

Transport for NSW is calling for public comment on the proposed upgrade of Hill Road, at Sydney Olympic Park and Lidcombe.

Over the coming years, Hill Road will form an increasingly important road link in a growing and developing part of Sydney's Central River City.

The Hill Road upgrade will improve connectivity to Wentworth Point and Newington, and allow better access for major events at Sydney Olympic Park. It will also help meet the demand from the new Carter Street Precinct, which will be home to more than 5,500 new residences, as well as school, commercial and retail properties.

Key features

- **Widening Hill Road between the M4 and Old Hill Link Road:** dual right turns into the Carter Street Precinct and John Ian Wing Parade
- **Upgrading the intersection of Parramatta Road and Hill Road:** eastbound left turn slip lane on Parramatta Road; additional southbound right turn lane from Hill Road to improve traffic flow exiting Sydney Olympic Park
- **Widening and signalling the M4 eastbound off ramp:** to reduce Motorway queuing and better manage traffic flow on Hill Road
- **Northbound lane on Hill Road:** converting the existing merge lane between Parramatta Road and the M4
- **Prohibiting the right turn onto Carter Street:** improving safety and reducing delays on Hill Road
- **Additional northbound lane on Bombay Road:** dedicated right turn, left turn and through lanes at Parramatta Road

- **Alternative heavy vehicle access to Carter Street** by realigning the left turn from Parramatta Road into Birnie Avenue
- **Constructing new shared pathways** for safer and more convenient pedestrian and cycle access
- For more information on the Carter Street Precinct, visit planning.nsw.gov.au.

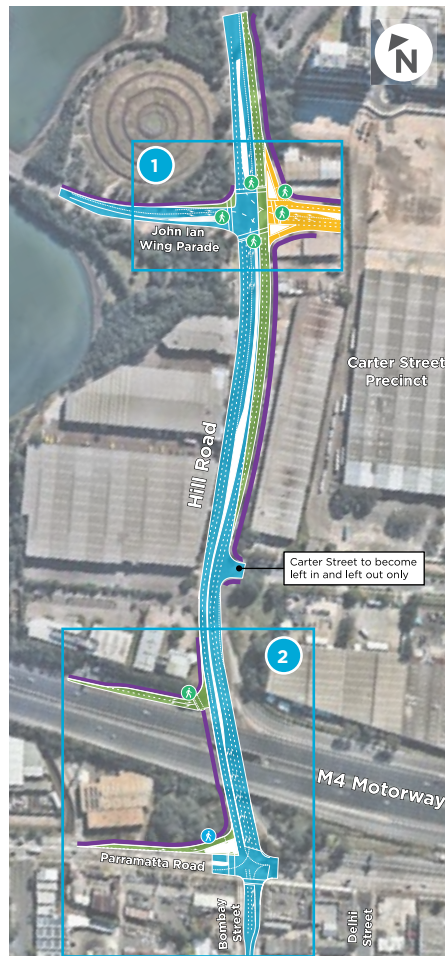
Submissions and next steps

Transport for NSW will consider public submissions and publish a consultation report. An environmental assessment is being prepared and will be displayed publicly in early 2021.

You can make a submission via email to hill.road@transport.nsw.gov.au. The public comment period closes on **1 February 2021**.

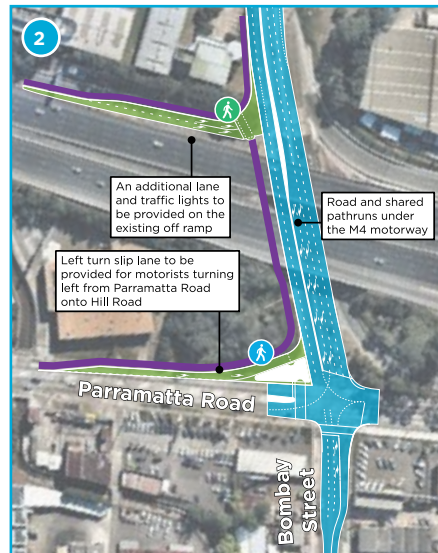
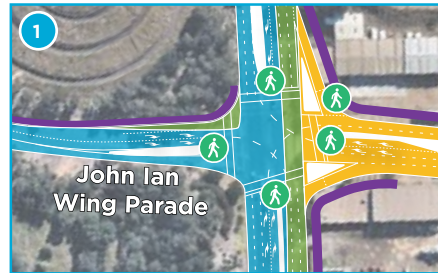
Cancellation of plans for a M4-Hill Road westbound off ramp: Previous versions of the upgrade proposal included a westbound off ramp from the M4 Western Motorway onto Hill Road. Transport for NSW investigated the feasibility of this element and has determined it cannot be delivered safely. The westbound M4-Hill Road off ramp is no longer being considered. In addition to the Hill Road and other road upgrades, the area will benefit from public and active transport investment, including the Sydney Olympic Park Metro station.

Proposed Hill Road upgrade



KEY

- Existing roadway
- Widened roadway
- Median
- Shared path
- New road to connect with the Carter Street Precinct
- Pedestrian crossing with traffic lights
- Pedestrian crossing without traffic lights



Contact details

For more information about the Hill Road upgrade, please contact the project team by email at hill.road@transport.nsw.gov.au, by telephone on 1800 951 218, or visit the project webpage - nswroads.work/hillroadupgrade.



December 2020

Privacy Transport for NSW ("TfNSW") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project. 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 Transport for NSW will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by Transport for NSW at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

7 Appendix C: Official submissions

Official submissions from local government and other professional and advocacy organisations were received from:

- City of Parramatta Council
- Cumberland Council
- Sydney Olympic Park Business Association
- Business Western Sydney
- Restore Inner West Line community action group

transport.nsw.gov.au

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