

# Hoxton Park Road Upgrade

Consultation Report

Transport for NSW | April 2020

THIS PAGE LEFT INTENTIONALLY BLANK



# Executive summary

---

The NSW Government plans to establish a rapid bus service between the Liverpool metropolitan centre and Western Sydney International Airport (WSIA) before it opens in 2026. As part of this upgrade, Transport for NSW (TfNSW) plans to upgrade Hoxton Park Road between Banks Road, Miller and Cowpasture Road, West Hoxton with two additional lanes dedicated to buses only. A future extension of bus lane infrastructure along Fifteenth Avenue between Cowpasture Road and WSIA will be delivered by Liverpool City Council and TfNSW.

The project was announced in November 2018 and an options report was prepared. The recommended option was selected in August 2019 and proposed converting the existing kerb lanes to provide dedicated bus only lanes and building new lanes in both directions for general traffic.

A strategic design for the proposed upgrade was publicly displayed between 4 October and 1 November 2019 and members of the community and other stakeholders were invited to provide feedback. Funding for the Strategic Phase of this project was provided by the Department of Planning, Industry and Environment's Special Infrastructure Contribution (SIC) program.

The features of the strategic design include:

- converting the existing kerb lanes into dedicated bus only lanes
- constructing two new lanes in the centre median for general traffic
- working within the existing road corridor to limit impacts on properties and the community
- improving safety at the intersection of Hoxton Park Road and Dorrigo Avenue by introducing left in and left out only
- improving the intersection of Hoxton Park Road and the Liverpool-Parramatta T-way
- improving to the intersection of Cowpasture Road and Hoxton Park Road
- maintaining the existing operating speed limit of 70km/h
- retaining the local bus stops and sharing them with proposed future rapid bus service
- provision for bus lane enforcement cameras
- retaining the shared pathways.

TfNSW received 23 submissions in response to the display of the strategic design. Key issues identified during consultation including a change of access to local shops at the intersection of Hoxton Park Road and Dorrigo Avenue, and possible impact on local businesses. A petition with 400 signatures was received, objecting to the proposed Left In and Left Out arrangement at the intersection.

Feedback received during the public display has been considered in the decision making process, and the responses to the feedback are contained in this report. The feedback will assist in the development of the project's concept design and environmental impact assessment.

In March 2020, the project was independently reviewed as part of the NSW Government's assurance process. After analysing the two design options, the reviewers unanimously supported the TfNSW's recommended design, which is the kerb side running bus lanes. TfNSW will now continue to develop the project with the recommended option and will continue to keep the community updated as the project progresses.

# Contents

---

Hoxton Park Road upgrade.....	1
Community Consultation Report.....	1
Executive summary.....	3
Contents .....	4
1    Background and proposal .....	5
1.1    Background.....	5
1.2    The Recommended Option – the Proposal.....	5
2    Consultation approach.....	8
2.1    Consultation objectives .....	8
2.2    Values.....	8
2.3    Method of Consultation .....	8
2.4    Consultation response summary .....	10
2.5    Issues and way forward.....	11
3    Appendix A – Media Release.....	16
4    Appendix B – Community update newsletter.....	17
5    Appendix C – Community update distribution map.....	21
6    Appendix D – Webpage .....	22
7    Appendix E – Option Comparison.....	23

# 1 Background and proposal

## 1.1 Background

In March 2018, the NSW Government released the *Greater Sydney Services and Infrastructure Plan* which nominated Hoxton Park Road and Fifteenth Avenue to form part of a proposed rapid transit corridor between Liverpool and the future Western Sydney International Airport and Aerotropolis. Hoxton Park Road already has dedicated, centre running 'Bus Only' lanes between the Liverpool CBD and Banks Road at Miller as part of the Liverpool to Parramatta Transit way (T-way). Liverpool City Council and Transport for NSW (TfNSW) are investigating the upgrade to Fifteenth Avenue between Cowpasture Road, West Hoxton and the future airport at Badgerys Creek.

TfNSW is responsible for the upgrade of Hoxton Park Road between Banks Road, Miller and Cowpasture Road, West Hoxton to connect Fifteenth Avenue to the existing Liverpool to Parramatta T-way. This 2.2km corridor consists of two, 2-lane carriageways for general traffic with shared paths, and has a wide road median intended for future widening.

TfNSW identified two options; a kerbside 'Bus Only' lane on each carriageway with the median converted into lanes for general traffic; and centre running 'Bus Only' lanes between the two carriageways similar to the Liverpool–Parramatta T-way section east of Banks Road, with the median converted into these lanes.

In August 2019, TfNSW selected the kerbside bus lanes as the recommended option. This option will require partial acquisition from two properties. The second option, central running bus lanes, would have required further acquisition from sixteen properties previously impacted by the Hoxton Park Road widening completed in 2011.

## 1.2 The Recommended Option – the Proposal

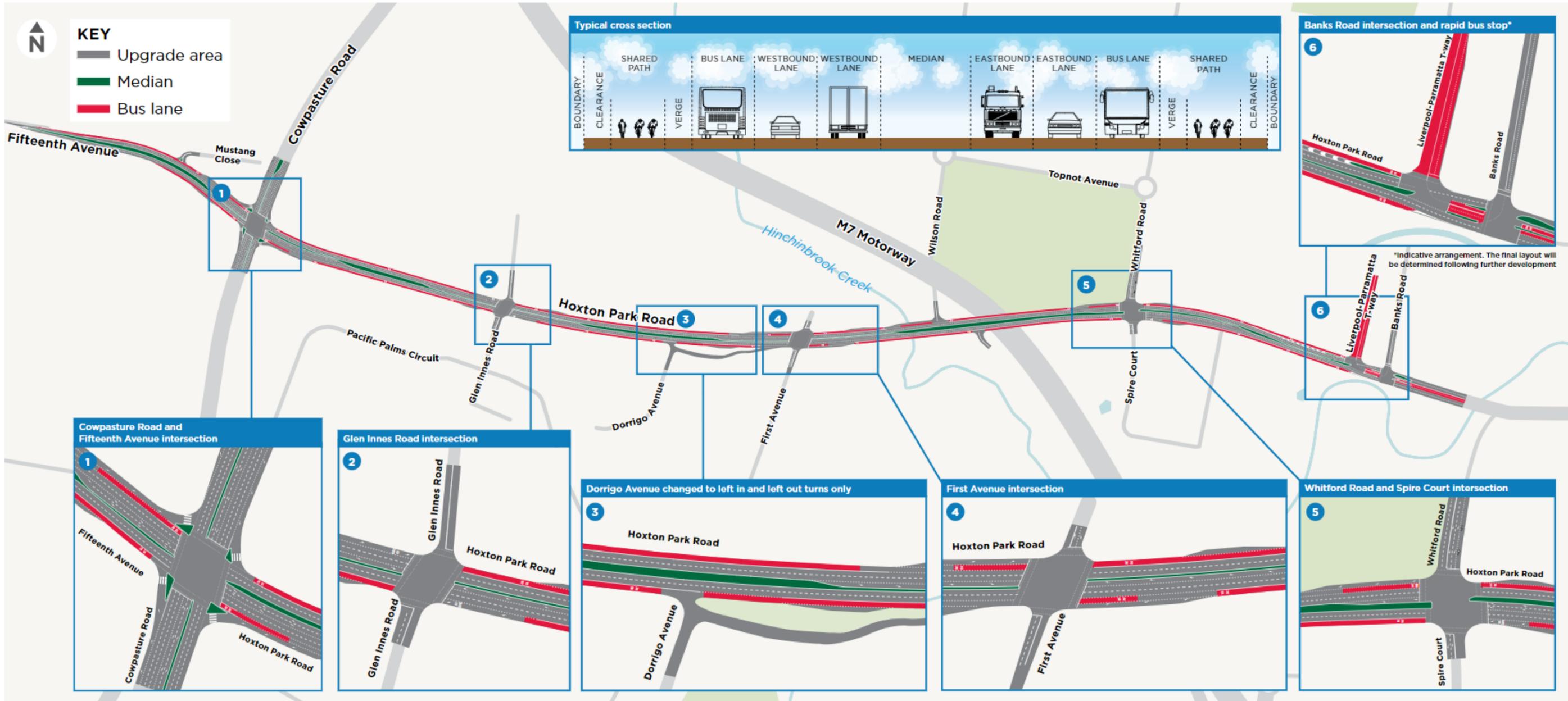
An Options Report was prepared to provide detail on the analysis of corridor options and the process used to select the recommended option. The report was made available to view or download from [www.rms.nsw.gov.au/hoxtonparkroad](http://www.rms.nsw.gov.au/hoxtonparkroad).

TfNSW had both the kerbside 'Bus Only' option and the centre 'Bus Only' option assessed through an independent business case review in March 2020. The review assessed the feasibility of the two options by comparing the overall benefits of the upgrade against the expected cost for construction. The independent review unanimously supported the recommended option selected by TfNSW based on a major cost difference between the two options, with the cost of the recommended option being significantly less. Features of the recommended option include:

- converting the existing kerb lanes into dedicated bus only lanes
- constructing two new lanes in the centre median for general traffic
- working within the existing road corridor to limit impacts on properties and the community
- improving safety at the intersection of Hoxton Park Road and Dorrigo Avenue by introducing left in and left out only
- improving the intersection of Hoxton Park Road and the Liverpool-Parramatta T-way
- improving to the intersection of Cowpasture Road and Hoxton Park Road
- maintaining the existing operating speed limit of 70km/h

- retaining the local bus stops and sharing them with proposed rapid bus service
- provision for bus lane enforcement cameras
- retaining the shared pathways.

The location of the recommended strategic design is shown in Figure 1.1 below.



- The recommended option would provide the following benefits:
- dedicated 'Bus Only' lanes
  - reduced congestion for all road users
  - improved journey time and journey time reliability
  - improved road safety
  - improved facilities and environmental conditions for cyclists and pedestrian
  - improved movement along the corridor to connect communities
  - improved connection to Western Sydney International Airport and Aerotropolis facilitating economic development and employment.
  -

Figure 1-1: Hoxton Park Road upgrade recommended option

## 2 Consultation approach

### 2.1 Consultation objectives

The strategic design and recommended option report for the Hoxton Park Road upgrade were displayed for community feedback from Friday 4 October to Friday 1 November 2019. Submissions were received and accepted until Friday 15 November 2019.

The purpose of the community consultation was to:

- inform community members and stakeholders about the recommended option for the Hoxton Park Road upgrade
- provide information about next steps in the project
- seek feedback and suggestions from the community for consideration
- provide the project team with an opportunity to meet community members and understand their needs and expectations
- build a database of community members and stakeholders for TfNSW to engage with in the development of the Hoxton Park Road upgrade.

### 2.2 Values

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

**Customer focus** - We place the customer at the centre of everything we do

**Collaboration** - We value each other and create better outcomes by working together

**Solutions** - We deliver sustainable and innovative solutions to NSW's transport needs

**Integrity** - We take responsibility and communicate openly

**Safety** - We prioritise safety for our people and our customers.

### 2.3 Method of Consultation

A number of events and consultation activities were delivered so that members of the community and other stakeholders could learn more about the Hoxton Park Road upgrade, meet the project team, and have their say. Consultation activities are shown in Table 2-1.

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

**Email** [hoxtonparkroad@rms.nsw.gov.au](mailto:hoxtonparkroad@rms.nsw.gov.au)

**Phone** 1800 592 277.

**Table 2-1: Consultation activities**

Tool/activity	Reached	Detail
Media Release (Appendix A)	2 announcements	<p>The project was announced to the public in November 2018.</p> <p>A media release (Appendix A) was distributed to Liverpool publications on Friday 4 October 2019 encouraging local community members and stakeholders to get involved in the consultation process.</p>
Community update (Appendix B)	4,500 properties	<p>A community update newsletter was distributed via a letterbox drop to 4,500 local properties.</p> <p>Refer to Appendix D for a map of the distribution area.</p>
Door knock	15 businesses	<p>15 businesses at Dorrigo Avenue were visited on 25 October 2019. This followed concerns raised at the information sessions that businesses at this location had not received the CU. A copy of the community update was provided and they were asked if they had received the community update when first distributed:</p> <ul style="list-style-type: none"> <li>- 6 advised they had received the CU</li> <li>- 4 advised they had not received the CU</li> <li>- 3 were unsure</li> <li>- 2 were closed/vacant</li> </ul>
Webpage (Appendix C)		<p>The project webpage was displayed on Monday 30 September 2019 with the latest project information including the community update, options report and detail on how to submit feedback. A total of 205 unique page visitors were recorded during October 2019 at <a href="http://www.rms.nsw.gov.au/hoxtonparkroad">www.rms.nsw.gov.au/hoxtonparkroad</a></p>
Key Stakeholder Committee Meetings	4 meetings	<p>Briefings were held with Department of Planning, Industry and Environment and Liverpool City Council.</p>
Email	71 emails	<p>Project information was sent via email to 71 stakeholders including community members and groups, business owners, Councillors, state and federal Members of Parliament (MPs) and other government stakeholders to raise awareness of the consultation and information sessions for the project.</p>
Community information sessions	2 sessions	<p>Two community information sessions were held in October 2019:</p>

Tool/activity	Reached	Detail
		<p>Saturday 19 October 2019, 9:00am to 12:00pm Carnes Hill Library 600 Kurrajong Rd, Carnes Hill NSW 2171</p> <p>Monday 21 October 2019, 5:00pm to 8:00pm Carnes Hill Library 600 Kurrajong Rd, Carnes Hill NSW 2171</p> <p>A total of 37 people were recorded as attending the community information sessions. One person attended both sessions.</p> <ul style="list-style-type: none"> <li>• 16 attendees for Saturday 19 October</li> <li>• 22 attendees for Monday 21 October</li> </ul>

## 2.4 Consultation response summary

A total of 23 submissions were received during the consultation period including one submission each received from Liverpool City Council and the Federal Member for Werriwa.

Key issues identified in submissions received during the public display were related to the change in access to local shops at the intersection of Hoxton Park Road and Dorrigo Avenue. Concerns were raised regarding possible impact on local businesses and roads, with requests to maintain the existing seagull configuration. One submission included a petition with 400 signatures objecting to the proposed change of access at the intersection.

These issues and concerns have been summarised and the responses on these identified in Table 2-2.

## 2.5 Issues and responses

Table 2-2 details the issues raised in the submissions received during the consultation period and the proposed way forward.

**Table 2-2: Issues and way forward**

Issue category	Sub-issue	Issues raised	Response
Recommended Option	Dorrigo Avenue	Opposition to left in/left out only at Hoxton Park Road/Dorrigo Avenue as it will negatively impact residents and businesses and put pressure on local roads and other intersections.	<p>The change to access is being proposed to Left In and Left Out turn movements for the following reasons:</p> <ul style="list-style-type: none"> <li>• Turning right to and from Dorrigo Avenue onto Hoxton Park Road would require crossing three lanes traffic travelling at 70km/h and would be unsafe for road users regardless of whether buses are running in the future on kerb lanes or centre lanes.</li> <li>• In response to the community feedback, TfNSW undertook a further traffic study at this intersection. The traffic study revealed that average peak hour right turn movement from Hoxton Park Road into Dorrigo Av is 48 and the average right turn movement from Dorrigo Av into Hoxton Park Rd is 41.</li> <li>• The above peak hour traffic movements are too low to warrant a signalised intersection. The nearest signalised intersection is 230m in the east at First Avenue and 330m in the west at Glen Innes Road. The traffic on Hoxton Park Road would be expected to be more congested if an additional signalised intersection was proposed to be built between the existing ones.</li> <li>• There is sufficient local road network is available to motorists to find an alternative route. Transport notes Liverpool Council is planning to build a roundabout on First Avenue at Bangalow Place. If this roundabout project proceeds, an additional alternative route will become available to motorists.</li> </ul>
	Kerbside option	Why were kerbside lanes chosen instead of centre running lanes?	Refer to Appendix E – Option Comparison in the report.

Issue category	Sub-issue	Issues raised	Response
	Centre Running option	Why not continue centre running bus lanes like Hoxton Park Road east of Banks Road?	<p>Due to the constraints of the corridor, centre running bus lanes would require a further widening of Hoxton Park Road and property acquisition to accommodate central running bus lanes, while retaining shared paths for pedestrians and cyclists.</p> <p>The number of bus stops constructed for centre running lanes will be limited and will not benefit local bus services which would need to continue to use the existing kerbside stops and general traffic lanes.</p> <p>Construction for the upgrade will also take longer and have a greater impact on adjacent properties and existing utility services.</p> <p>Refer the option evaluation report for more details.</p> <p>In March 2020, the project was independently reviewed as part of the NSW Government's assurance process. After analysing the two design options, both reviewers have unanimously supported the TfNSW's recommended design, which is the kerb side running bus lanes.</p>
Keeping the buses segregated from other traffic is safer for buses		Centre running bus lanes will separate rapid bus services from general traffic, however there is potential risk to commuters waiting at central median bus stops due to travelling motorist on both sides of the bus stops.	
Central running buses are more efficient than kerbside		<p>A reliability study was conducted on Liverpool-Parramatta T-way, which uses a combination of centre running and kerbside lanes. The data showed that the difference in average travel speed for each of these two configurations is negligible.</p> <p>Refer the option evaluation report for more details.</p>	
Future provision for light rail and "emerging technologies" should be considered with this upgrade		Light rail is not planned in the short or medium term plan in this corridor. However, Liverpool Council is investigating the possibility of providing trackless trams between Liverpool CBD and Western Sydney International Airport. The trackless tram does not require tracks or overhead power lines, and will not be restricted to any particular lane.	

Issue category	Sub-issue	Issues raised	Response
	Detailed analysis of both options	Liverpool Council requested for a copy of the reliability analysis on kerb running bus lane vs centre running bus lane undertaken by TfNSW on the Liverpool Parramatta T-way.	An officer briefing has been provided to Liverpool City Council
Safety	Pedestrian safety	Pedestrian safety and driver behaviour around parents dropping off and picking up their children around Dorrigo Avenue.	The designated pick up and drop off points for the schools provide a safe environment to drop off and collect children from school by car. These are always on the school side of the road, improving children's safety. TfNSW recommends the use of these designated drop off zones by parents and caretakers.
		Request that TfNSW provide further information to the community on cross-section design to maximise pedestrian safety, and to ensure the project helps achieve the NSW Government's Vision Zero objective.	All road users' safety was considered and the upgrade was designed within the current standards and NSW government commitments.
Active Transport	Preference for dedicated bike lanes separate from pedestrian footpaths	Footpaths should not be positioned adjacent to the mass transit lanes and should instead be buffered by cycling facilities improving amenity, safety and street legibility.	TfNSW has noted this feedback. Shared paths for pedestrians and cyclists were built as part of the previous upgrade of this section of Hoxton Park Road in 2011. In the proposed upgrade, TfNSW has balanced accommodating all required facilities within the existing corridor and minimising impact on adjacent properties. The existing road corridor is insufficient to build dedicated bike lanes.

Issue category	Sub-issue	Issues raised	Response
Consultation	Request for consultation extension	Request for extension beyond 1 November closure date.	A week extension was granted and the closing date was changed from 1 November to 8 November 2019. Submissions were accepted until Friday 15 November 2019.
Project Timing	Delivery timeframes	Request for more information on timing for delivery of this proposed upgrade.	The project is proposed to be completed before the Western Sydney International airport opens in 2026. The start of construction is subject to funding availability and approval. TfNSW will continue to consult with Liverpool Council as the design progresses and will provide the community and other stakeholders with updated information.
	Integration with Fifteenth Avenue upgrade	Liverpool Council recommends TfNSW not finalise decision on the recommended option until further design on fifteenth avenue is completed	Transport for NSW has noted this feedback and will continue to work with Liverpool Council on the upgrade to the corridor.
Landscaping	Urban design plan	Liverpool Council requests that TfNSW share with the community the Urban Design Plan.	The Urban Design Plan will be prepared and presented for community feedback in a manner consistent with other TfNSW projects. This is usually presented as part of the concept design and Review of Environmental Factors consultation.
Out of scope	Fifteenth Avenue	Footpaths and active transport for Fifteenth Avenue	TfNSW and Liverpool City Council are currently investigating future connections to Western Sydney International Airport and Aerotropolis. Fifteenth Avenue has been identified as a possible route for upgrade and extension. Footpaths and active transport will be included as part of this upgrade to Hoxton Park Road.

Issue category	Sub-issue	Issues raised	Response
	T-way Signalling	Liverpool Council request for TfNSW revisit signal priority on the Liverpool-Parramatta T-way.	The signalling of the Liverpool-Parramatta T-way at Hoxton Park Road is outside the scope of this upgrade project.

### 3 Appendix A – Media Release



## Release

## Transport for NSW Media

4 October 2019

### **Have your say on proposed upgraded bus lanes on Hoxton Park Road**

Community members are invited to have their say on proposed plans to install two new dedicated bus only lanes on Hoxton Park Road.

A Transport for NSW Spokesperson said the NSW Government is planning to establish rapid bus services from the Liverpool town centre to Western Sydney International Airport before it opens in 2026, and to Western Parkland City.

“To support this rapid bus service, Transport for NSW is planning to upgrade Hoxton Park Road to provide dedicated bus lanes between Banks Road at Miller and Cowpasture Road at West Hoxton,” the spokesperson said.

“The recommended option would include two new lanes for general traffic while the existing kerb lanes will be converted into bus only lanes. The existing shared path will be maintained under the proposal.

“The upgraded bus lanes would also help reduce congestion and improve journey times for all road users.”

The community has an opportunity to comment on the plans by Friday 1 November 2019.

The project team will also be in the community to answer questions at Carnes Hill Library, 600 Kurrajong Road, Carnes Hill from 9am to 12pm on Saturday 19 October and 5pm to 8pm Monday 21 October.

There's also the option to call 1800 592 277 during business hours, or email the team on [hoxtonparkroad@rms.nsw.gov.au](mailto:hoxtonparkroad@rms.nsw.gov.au)

Road users and the local community will be kept updated as the project progresses.

For more information visit [www.rms.nsw.gov.au/hoxtonparkroad](http://www.rms.nsw.gov.au/hoxtonparkroad)



# Hoxton Park Road upgrade

Community update – Have your say

Roads and Maritime Services | September 2019



Intersection of Hoxton Park Road and the Liverpool-Parramatta T-way

Roads and Maritime Services is planning to upgrade Hoxton Park Road to provide dedicated bus lanes between Banks Road at Miller and Cowpasture Road at West Hoxton. We are seeking feedback on the proposed upgrade by **Friday 1 November 2019**.

## Background

The NSW Government is planning to establish rapid bus services from the Liverpool metropolitan centre to Western Sydney International Airport before it opens in 2026, and to Western Parkland City.

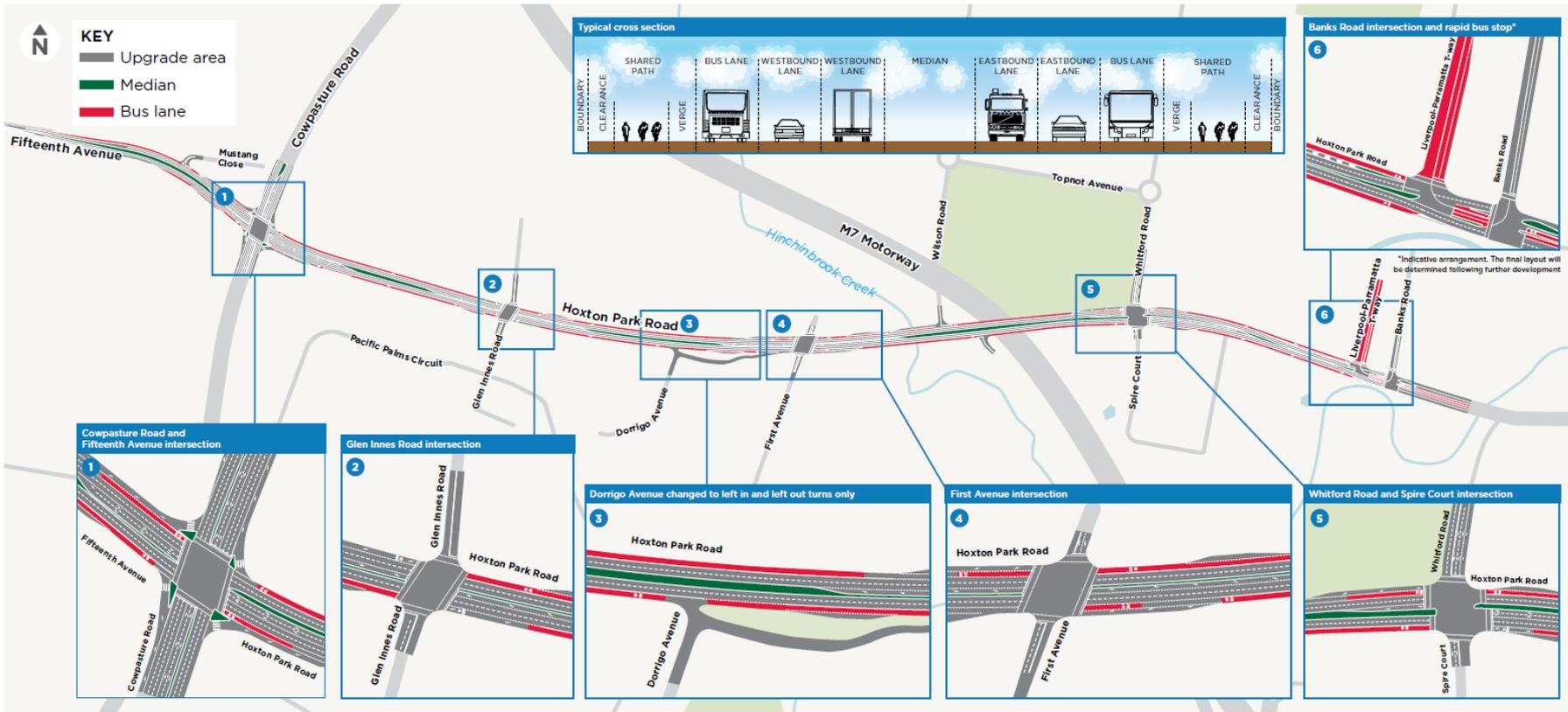
As part of this plan, Roads and Maritime is proposing to upgrade Hoxton Park Road between Banks Road, Miller and Cowpasture Road, West Hoxton. The upgrade would feature two new dedicated bus only lanes to provide frequent and reliable services, improve road safety and reduce congestion.

The recommended option would include building two new lanes for general traffic and converting the existing kerb lanes into bus only lanes, with existing shared paths to be maintained as part of the upgrade. This option would provide greater flexibility for bus services and will have less impact on neighbouring properties and the community.

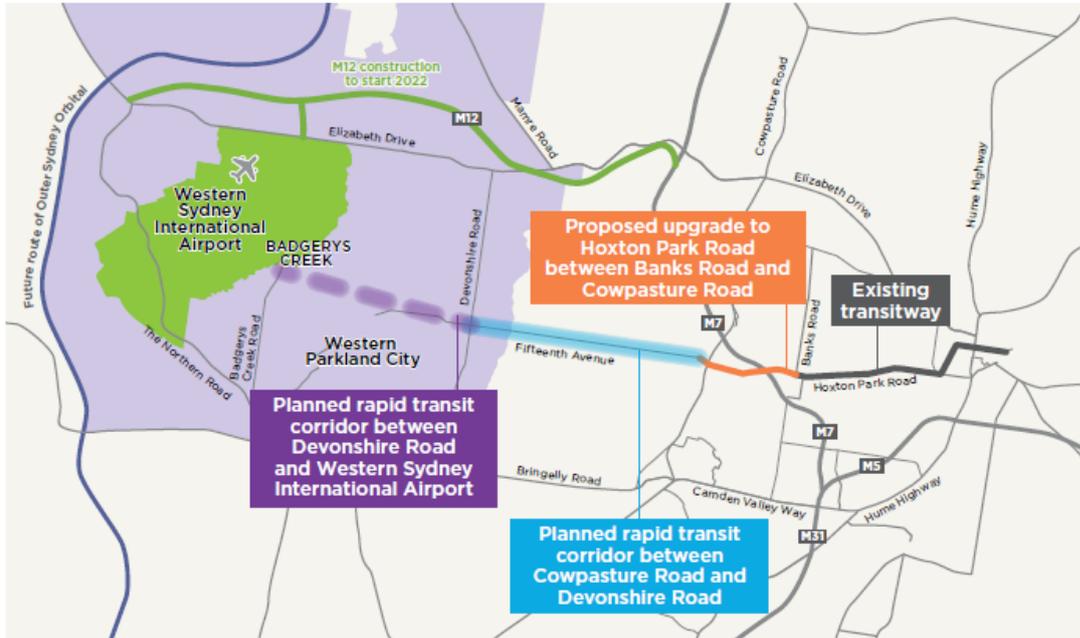
## Benefits

The proposed upgrade of Hoxton Park Road would have benefits including:

- dedicated bus lanes
- reduced congestion for all road users
- improved journey time and journey time reliability
- improved road safety
- improved facilities and environmental conditions for cyclists and pedestrians
- connecting communities by improving movement along the corridor
- facilitating economic development and employment with connection to the future Western Sydney International Airport and Western Parkland City.



## Planned rapid transit corridor



The proposed Hoxton Park Road upgrade would connect into a planned rapid transit corridor connecting to Western Sydney International Airport and Western Parkland City

## Other projects in the area

### Fifteenth Avenue upgrade and extension

Transport for NSW and Liverpool City Council are currently investigating future connections to Western Sydney International Airport and Western Sydney Aerotropolis. Fifteenth Avenue has been identified as a possible route for upgrade and extension.

### Liverpool pinch points program

Roads and Maritime Services is delivering intersection improvements to ease congestion, deliver reliable travel times and improve safety for road users in the Liverpool area.

Three of these intersections are on Hoxton Park Road, including the intersection at Whitford Road, Hitchinbrook which opened to traffic in August 2019 and at the Hume Highway, Liverpool due for completion in late 2019. The intersection of Joadja Road at Hoxton Park is due to start construction in late 2019 and is expected to be complete in mid-2020, weather permitting.

### Elizabeth Drive upgrade

Roads and Maritime is investigating options to improve Elizabeth Drive between Cecil Hills and Luddenham. Improvements would support the new Western Sydney International Airport and the Western Parkland City.

### M12 Motorway

The new M12 Motorway will be an east-west 16 kilometre motorway between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham. The motorway would provide increased road capacity and reduce congestion and travel times in the future. It would also improve the movement of freight in and through western Sydney and is expected to serve Western Parkland City and link Western Sydney International Airport to the motorway network.



Save travel time



Improving safety



Connecting communities



Catering for Sydney's growth

## Have your say

An Options Report explaining the process for selecting the recommended option is available at: [www.rms.nsw.gov.au/hoxtonparkroad](http://www.rms.nsw.gov.au/hoxtonparkroad).

We welcome your feedback on the recommended option and strategic design by **Friday 1 November**.

## Community Information sessions

We will hold two community information sessions where the project team will be available to answer questions about the project. A formal presentation will not be given so please feel free to drop in during the following sessions:

**Saturday 19 October 2019, 9:00am to 12:00pm**

Carnes Hill Library  
600 Kurrajong Rd, Carnes Hill NSW 2171

**Monday 21 October, 5:00pm to 8:00pm**

Carnes Hill Library  
600 Kurrajong Rd, Carnes Hill NSW 2171

## What happens next

All feedback received will be considered and a submissions report will be prepared.

Stakeholders will be kept informed and the community can access information on the proposed Hoxton Park Road upgrade through the project website, community newsletters and the project phone number and email address provided on this page.

## Next steps



\*Subject to funding

## Contact us

If you have any questions or would like more information about the Hoxton Park Road project please contact our project team:

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

 1800 592 277

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



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 592 277.



September 2019  
RMS.19.1382

Privacy Roads and Maritime Services ("RMS") 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 delivering 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 RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at 27 Argyle Street, Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.



## 6 Appendix D – Webpage

Service NSW [Live Traffic](#) [Transport Info](#) [Transport for NSW](#) [Registries/Service Centres](#) [Facebook](#) [YouTube](#) [Accessibility](#) [Print](#)

**NSW** | **Transport Roads & Maritime Services**  [Search](#)

[Roads](#) [Maritime](#) [Business & Industry](#) [Projects](#) [Safety](#) [About us](#) [Contact us](#)



### Hoxton Park Road upgrade

Roads and Maritime Services is planning to upgrade Hoxton Park Road to provide dedicated bus lanes between Banks Road at Miller and Cowpasture Road at West Hoxton.

#### Latest news

**OCT 2019** **Have your say**  
We are seeking feedback on the proposed upgrade by Friday 1 November 2019.  
[Less information](#) 

Two community information sessions where the project team will be available to answer questions about the project will be held at:

**Saturday 19 October 2019, 9:00am to 12:00pm**  
Carnes Hill Library  
600 Kurrajong Road, Carnes Hill NSW 2171

**Monday 21 October, 5:00pm to 8:00pm**  
Carnes Hill Library  
600 Kurrajong Road, Carnes Hill NSW 2171

For more information please email [hoxtonparkroad@rms.nsw.gov.au](mailto:hoxtonparkroad@rms.nsw.gov.au) or phone 1800 592 277.

#### Project information

- Project background 
- Benefits 
- What is happening now? 

## 7 Appendix E – Option Comparison

Item	Kerbside Running Bus Lanes	Centre Running Bus Lanes
<b>Reliability</b>	Comparison between existing sections of Liverpool to Parramatta T-way shows kerbside running bus performs more reliably than the centre running bus lanes.	Comparison between existing sections of Liverpool to Parramatta T-way shows kerbside running bus performs more reliably than the centre running bus lanes.
<b>Consistency</b>	On urban design perspective, the kerbside running bus lanes doesn't continue the current configuration of the existing bus lanes on Hoxton Park Road between Flowerdale and Banks Rd.  Bus lanes configuration on Fifteenth Avenue from Cowpasture Road to the WSIA has not been determined and therefore cannot be assessed.	On urban design perspective, the centre running bus lanes option continues the current configuration of the existing bus lanes on Hoxton Park Road between Flowerdale and Banks Rd.  Bus lanes configuration on Fifteenth Avenue from Cowpasture Road to the WSIA has not been determined and therefore cannot be assessed.
<b>Travel time gain to general traffic</b>	Improves journey time to all road users including general traffic, rapid and local bus users.	This option provides no benefits to the general traffic and local buses. The improvement is expected to benefit rapid bus users only.
<b>Flexibility in relocating bus stops in future based on demand</b>	Easier to relocate the bus stop along the kerb side, if required.	Relocation of bus stop is difficult, as it needs wider corridor and would have additional impact on neighbouring properties and other infrastructures.
<b>Impact on adjacent properties</b>	Marginal impact on 2 properties.	Partial impact on 16 properties.
<b>Delay in program</b>	No delay	No delay is expected, however additional time would be required to address the additional impact.

<b>Safety of bus commuters</b>	<p>Safer for both local and rapid bus users.</p> <p>Bus stops are located at the footpath sides of the roads, which provides:</p> <ul style="list-style-type: none"> <li>• Passive security to the bus users.</li> <li>• Safe escape points in an event of an accident.</li> <li>• Sufficient space is available along the footway to accommodate occasional peak passenger demand.</li> </ul>	<p>No impact to local bus users.</p> <p>Safety of rapid bus users is a concern, including:</p> <ul style="list-style-type: none"> <li>• Passengers have less option for escape at bus stops on the centre median.</li> <li>• Potential risk to commuters waiting at central median bus stop due to travelling motorist on both sides of the bus stops.</li> <li>• Overflow passenger demand at the bus stops could spill out into traffic lanes or crossing, especially if required near schools.</li> </ul>
<b>Impact on bus operation due to driveways</b>	<p>Results from assessment of the existing Liverpool to Parramatta T-way show negligible impact of drive ways to the buses reliability.</p> <p>There are only 3 driveways in this section of the road and buses are expected in every 5 minutes in one direction.</p> <p>Left in and left out movements from the residential properties are expected to give way to bus approaching.</p>	<p>No expected impact to the rapid buses and negligible impact on local buses.</p> <p>Rapid buses are separated from the general traffic and they are running at the centre. Local buses are operated in every 15 minutes in peak hours and every 30 minutes in the off peak hours.</p>
<b>Access by pedestrians and cyclists</b>	Bus shelters are located at kerb side and easier to access by footpath/ shared pathway.	Rapid bus stops are located in the median and off set from signalised intersection. Pedestrians and cyclist are required to travel through connecting passages.
<b>Impact to active transport facilities.</b>	<p>No impact in existing facilities.</p> <p>Opportunity to improve the facilities in particularly in front of the shops at Dorrigo Av.</p>	<p>Marginal impact on existing shared pathways is expected, where the corridor width is not negotiable.</p> <p>Opportunity to improve the facilities in particularly in front of the shops at Dorrigo Av.</p>
<b>Interchange between local and rapid buses</b>	As the bus stops for both local and rapid services are on the kerbside, it is expected that it would be easier for bus customer to change between rapid and local services.	As rapid bus stops are on the central median and local bus stops are on the kerbside at different required distances, it is expected that customers have to walk longer distances to change from local services to rapid services and vice versa.

<b>Conflicting with turning traffic</b>	Buses may need to slow down at the intersections due to left turning traffic at Spire Ct and at Glen Innes Road. However, separate left turning lanes are exists at Cowpasture Road and at First Avenue where buses can filter through the turning vehicles, which are also expected to give way to buses. No possible conflict with the right turning vehicles.	No possible conflict with the left turning vehicles.  Buses need to be stopped when vehicles are turning right. This has been proven to reduce the reliability of the current operation of the centre running bus lane section on the existing Liverpool to Parramatta T-way.
<b>Impact on existing infrastructures</b>	Impact on utilities in the median.  No impact on existing stormwater system, as it was designed for six lanes with widening allowed for the existing central median.  Not required to widen Hinchinbrook Bridge and the nearby culvert.  No impact on M7 Western Motorway.	Impact on utilities both in the median and in the footways.  Significant impact on existing stormwater drainage, as the road is to be widened both on the central median and on existing kerb line at various locations.  Not required to widen Hinchinbrook Bridge and the nearby culvert.  No impact on M7 Western Motorway.
<b>Impact on flood level</b>	No impact on flood level.	Possible increase of flood level in the upstream due to pedestrian safety barriers along the passage to the proposed centre bus stops near Banks Road.

The above comparison is specific to this corridor only.



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



1800 592 277



Hoxton Park Road upgrade  
Transport for NSW  
PO Box 973  
Parramatta CBD NSW 2153

**April 2020**  
RMS 20.165