



Transport
Roads & Maritime
Services

MEMORIAL AVENUE UPGRADE, OLD WINDSOR ROAD TO WINDSOR ROAD

Community consultation Report

AUGUST 2014

Roads and Maritime Services 14.356
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EXECUTIVE SUMMARY

Roads and Maritime Services proposes to upgrade Memorial Avenue, between Old Windsor Road and Windsor Road, Kellyville.

This proposal would support the identified residential and commercial growth in the area and cater for significant forecast traffic increases. The NSW Long Term Transport Master Plan nominates the Memorial Avenue upgrade as a project to be implemented in the short-term.

Project detail

Roads and Maritime has developed a preliminary concept design to widen Memorial Avenue from a two lane road to a four lane divided road with a wide median, between Old Windsor Road and Windsor Road at Kellyville. The median would allow for a further upgrade to a six lane road when traffic increases in the future.

What we consulted on

Roads and Maritime displayed the preliminary concept design for community comment in December 2013 and January 2014.

How we consulted

The community was informed of the proposal and consulted on the project through a number of avenues, which included encouraging community and stakeholders to attend and provide their feedback at information sessions and via mail, email or phone to the project team.

Community response

Roads and Maritime received 54 submissions from the community and stakeholders. This feedback has been considered and will assist in the refinement of the concept design and the Review of Environmental Factors.

A number of respondents expressed support for the upgrade of Memorial Avenue, and there were a number of requests for the implementation of the project to be a priority because of increasing traffic in the area.

The importance of an integrated local road system was also a key community comment based on the development of the Balmoral Road land release area.

Other feedback received included general accessibility, bus facilities, construction, environment, traffic lights, safety and local traffic movements.

Next steps

Roads and Maritime will consider the community feedback when preparing the concept design and the Review of Environmental Factors. The next stage of consultation for community comment will be the exhibition of the refined design and the Review of Environmental Factors.

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1.0 INTRODUCTION

The purpose of this report is to summarise the first stage of consultation on the proposed upgrade of Memorial Avenue between Old Windsor Road and Windsor Road, Kellyville. Roads and Maritime Services sought community comment on the preliminary concept design in December 2013.

The feedback received during this early stage will help refine the concept design and the Review of Environmental Factors. The next stage of consultation for community comment will be the exhibition of the refined design and the Review of Environmental Factors.

1.1 Background

Memorial Avenue is an arterial road connecting Old Windsor Road in the west with Windsor Road in the east. It is about 2.2 kilometres long, bisects the new Balmoral Road release area precinct and provides access to Blacktown, Glenwood, Stanhope Gardens, Parklea, Baulkham Hills, Castle Hill and Kellyville.

The area surrounding Memorial Avenue is identified as a residential and commercial growth area, and significant increases in traffic are forecast. The Hills Shire Council released a Structure Plan for Balmoral Road release area in 2012 which identified 410 hectares of mainly rural land surrounding the Memorial Avenue corridor for urban development.

The Structure Plan indicates that there would be 6000 new dwellings in the release area, housing about 13,000 people.

The NSW Long Term Transport Master Plan includes the proposal to upgrade Memorial Avenue and states it is a short-term priority.

1.2 The proposal

Roads and Maritime has developed a preliminary concept design to widen Memorial Avenue from a two lane road to a four lane divided road.

The location of this proposed upgrade, including the access arrangements along Memorial Avenue was illustrated in the December 2013 community update (Appendix A) and is shown in Figure 1 (page 5).

The key features include:

- Increasing from a two lane road to a four lane divided road with a central median
- Two new intersections with traffic lights at Arnold Avenue and the proposed Severn Vale Drive
- A posted vehicle speed limit of 70km/h
- A wide central median to allow for future road widening to six lanes
- Landscaping in the median
- Shared pedestrian/cyclist path on both sides of Memorial Avenue
- Bus priority capability at traffic lights and indented bus bays on both sides of Memorial Avenue
- Designated turning lanes and bicycle lanes at intersections with traffic lights.

Figure 1. Location map



2.0 CONSULTATION APPROACH

Roads and Maritime decided to consult at the early stage of design to gather a broad understanding of the suggestions and concerns community have for this road upgrade.

The preliminary plans were developed in collaboration with The Hills Shire Council and took into account the development of the Balmoral Road release area.

Public exhibition of the proposed design was between Tuesday 3 December 2013 and Friday 31 January 2014. Although the submission period closed on 31 January 2014, submissions were accepted until early March 2014.

The approach was to provide written and visual material describing the proposal.

2.1 Consultation objectives

Roads and Maritime carried out consultation during December 2013 on the preliminary concept design with an aim of:

- Seeking feedback from the community and stakeholders to inform the next stage of design and the Review of Environmental Factors
- Identifying any concerns that would need to be understood and addressed through detailed design
- Building a database of interested community members to engage with during the proposal's ongoing development.

2.2 How we consulted

Community members were encouraged to provide their feedback at information sessions and to the project manager via mail, email or phone. The community and stakeholders were informed about the proposal and consultation through a number of avenues including:

- Roads and Maritime website update
- Newspaper advertisements
- Display posters set up at local venues
- Community update
- Community information sessions.

Roads and Maritime website

Roads and Maritime website was updated with information about the project in December 2013. This website provided all relevant information about the project, including:

- Location map
- A copy of the community update (December 2013)
- Contact details for all written correspondence
- Project team's contact details
- Next stages of the project.

This website will continue to be updated to provide information to the community and stakeholders as the project progresses. This can be viewed at the following link www.rms.nsw.gov.au/roadprojects/projects/sydney_region and search for Memorial Avenue.

Newspaper advertisements

Roads and Maritime placed advertisements (Appendix B) in local newspapers including:

- Hills News, 3 December 2013
- Blacktown City Sun, 3 December 2013
- Rouse Hill Times, 4 December 2013.

The advertisement included information on the proposal and information sessions and invited written feedback.

Display posters

A display poster (Appendix C) invited members of the community to view the preliminary concept design from Tuesday 3 December 2013 until Friday 31 January 2014 at:

- The Hills Shire Council
- Castle Hill Library.

Community update

Roads and Maritime distributed about 25,000 copies of community update (Appendix A) in December 2013. Distribution areas (see Appendix D) included: Kellyville, Kellyville Ridge, Glenwood, Parklea, Stanhope Gardens, and parts of Acacia Gardens. The community update was also available on the Roads and Maritime website.

Community information sessions

Roads and Maritime held two community information sessions and about 30 people attended.. People were able to view the design, ask questions and have discussions with the designers and project team. Comments received from these meetings are outlined in the next section, along with Roads and Maritime's response.

Meetings were held on:

Tuesday 10 December 2013

Wrights Road Community Centre, Kellyville
About 20 people attended

Thursday 12 December 2013

Wrights Road Community Centre, Kellyville
About 10 people attended

3.0 CONSULTATION SUMMARY

3.1 Overview

Roads and Maritime received 54 written submissions. Of these five were from businesses or stakeholders with interest in the area and 49 from members of the community.

Overall there was support for the upgrade of Memorial Avenue with a number requesting that implementation of the project is a priority to cope with increasing traffic in the area.

There were a number of comments that Roads and Maritime will consider while refining the preliminary concept design. The key points included:

- Access along local roads and changes to these arrangements
- Access to facilities, including a retirement facility by emergency vehicles and buses
- Access to the Kellyville Memorial Park for use of the sportsground
- Design of lanes and number of lanes in the short term, including feedback on the proposed median
- Environmental management including noise, air and flood mitigation as well as recognition of the area's social heritage
- Traffic movements and safety of vehicles
- Location and number of traffic lights
- Shared path design
- Safety of pedestrians and cyclists
- Bus priority lanes

Table 1. Community and stakeholder feedback

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
Access	Kellyville Memorial Park access	Pedestrian access to the sportsground is required across Memorial Avenue.	Roads and Maritime confirms pedestrian traffic light crossings are proposed at the Severn Vale Drive intersection which is adjacent to Kellyville Memorial Park and this will provide access for pedestrians and cyclists.
		Pedestrian bridge across Memorial Avenue linking Kellyville Memorial Park with the residential area in the north.	Roads and Maritime does not propose to build a pedestrian bridge across Memorial Avenue. However, the Balmoral Road release area Master Plan outlines a proposal to provide for a pedestrian over-bridge near Thomas Boulton Circuit.
		Kellyville Park needs right in and right out access.	Memorial Avenue is an access controlled state arterial road. When the local road network is completed there will be alternate routes to access and exit Kellyville Memorial Park.
	Local residents	Local resident access and use of this area needs to be prioritised over through traffic.	<p>Memorial Avenue is an access controlled state arterial road and provides an important east-west link. Access to local residences will be provided via the intersections with traffic lights and the local road network. When the Memorial Avenue upgrade and the local precinct roads are fully developed, the current access issues will be addressed.</p> <p>The development of the local road network is being managed by The Hills Shire Council, which advises that all internal roads in the Balmoral Road release area precinct are expected to be completed within three years to five years.</p>
	Local road networks	Residents should be able to make right turns into or from access roads at the intersections with Memorial Avenue. There are barriers here already preventing this.	<p>Memorial Avenue is a state arterial road with controlled access. Two signalised intersections with traffic lights are proposed to allow all movements at Arnold Avenue West and at Severn Vale Drive.</p> <p>Alternate access arrangements would be provided through the Balmoral Road release area precinct local road network.</p> <p>When the local precinct roads are fully developed, access issues will be addressed. The development of the local road network is being</p>

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
			managed by The Hills Shire Council, which advises that all internal roads in the Balmoral Road release area precinct are expected to be completed within three years to five years.
		Illegal right turns at these left in / left out accesses cause many accidents.	The design of the proposed road upgrade will include a wide median along Memorial Avenue and it is expected this will limit the ability of drivers to make illegal turns.
		The current temporary left in / left out access to Memorial Avenue from Hartigan Avenue should be maintained until a permanent access arrangement is made available.	Memorial Avenue is an access controlled state arterial road. Right turns would only be allowed at intersections with traffic lights. Roads and Maritime confirms that the temporary access from Hartigan Avenue onto Memorial Avenue will be removed after the Memorial Avenue upgrade. When the local road network is completed, there will be alternate routes to avoid the need for right turns at other access points. Roads and Maritime would give due consideration to ensuring adequate alternate access is available before removing the temporary access.
		Need for right in / right out access at Burns Road/Memorial Road intersection is needed.	As Burns Road is very close to the Windsor Road intersection, a four way intersection at Burns Road would not be effective. Alternate access arrangements will be provided through the Balmoral Road release area precinct local road network.
		A right in / right out access to Gracewood retirement facility is needed.	Memorial Avenue is a state arterial road with controlled access. Two intersections with traffic lights will allow movements at Arnold Avenue West and at Severn Vale Drive. Access at intersections without traffic lights will only be left in and left out. When the local precinct roads are fully developed access issues will be addressed. The development of the local road network is being managed by The Hills Shire Council, which advises that all internal roads in Balmoral Road release area precinct are expected to be completed within three years to five years.
		Left in/left out access and a wide median strip would make it difficult for emergency vehicles to access housing estate.	Alternate access arrangements will be available through the Balmoral Road release area local road network.
		People making illegal right turn movements out of Hartigan Avenue stay on the wrong side of the road for quite some distance to clear the	The design of the proposed road upgrade will include a wide median along Memorial Avenue and it is expected this will limit the ability of drivers to make illegal turns.

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		raised median which creates a dangerous situation for the traffic on Memorial Avenue.	When the local precinct roads are fully developed access issues will be solved. Alternate access arrangements will be provided through the Balmoral Road release area precinct local road network
		Severn Vale Road benefits all the Balmoral Road area north of Memorial Ave. The Hills Shire Council seeks dedication of land and construction of this collector/distributor road without compensation. The developers of the Arnold Avenue lands should not be required to meet at their expense, the solving of the traffic problems for this area.	Roads and Maritime is responsible for the Memorial Avenue upgrade. Any matters relating to the local road network or the Balmoral Road release area precinct Master Plan should be addressed to Council. This comment will be forwarded to Council.
		When temporary access to Gorman Avenue is closed, local road network to access Severn Vale Drive needs to be completed.	It is expected that precinct development and the Memorial Avenue upgrade would be carried out around the same time. However temporary access to Gorman Avenue will not be closed until alternate access via internal roads is completed.
		Until all the works are completed are residents of Gorman Avenue who wish to travel south to Sunnyholt Road expected to go via Windsor Road, Samantha Riley Drive and then Old Windsor Road?	Approval conditions to residential development in the Gorman Avenue area, specifies that only a temporary left in / left out access would be allowed to Memorial Avenue. Alternate access arrangements will be provided through the Balmoral Road release area local road network. Council advises that all internal roads in Balmoral Road release area precinct are expected to be completed within three years to five years.
	Pedestrian/ cyclists	A pedestrian overbridge across Memorial Ave linking bus stops, residential areas and the Kellyville Village shopping centre should be provided.	Roads and Maritime proposes pedestrian traffic light crossings be provided at the Severn Vale Drive intersection with Memorial Avenue which will provide access for pedestrians and cyclists. The Balmoral Road release area Master Plan outlines a proposal for a pedestrian over-bridge near Thomas Boulton Circuit as part of the precinct development.
		The Hills Shire Council LEP shows a cycleway in Burns Road that stops to either side of Memorial Avenue with no connection through.	Cyclists would be able to cross Memorial Avenue via the traffic lights at the intersection of Memorial Avenue/ Severn Vale Drive.
		Support separated cycleway facilities along	Noted.

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		Memorial Avenue.	
Communication	Community information sessions	<p>There was no adequate notice about the community information days.</p> <p>Need prompt and better communications with the Kellyville community about this upgrade.</p>	<p>Roads and Maritime provided communication about the community information sessions via: a web page update on the Roads and Maritime website and newspaper advertisements in the Rouse Hill Times and Hills News. Roads and Maritime distributed 25,000 copies of the community update to residences and businesses the local area.</p> <p>Roads and Maritime would also provide direct email advice of future consultation activities to those who have opted to receive such notification.</p>
		Aerial photograph used in the map is old.	Roads and Maritime obtains aerial maps under license for design purposes. These maps are usually updated every five years so they may not show the latest developments. Roads and Maritime would obtain latest available aerial map for drawing the concept plans.
Design	Bus facilities	Clarity required about bus priority signals and about the dedicated bus lanes at traffic lights.	Roads and Maritime is proposing dedicated bus priority lanes at traffic lights. These jump start lanes would prioritise bus movements at the traffic lights on Memorial Avenue. Roads and Maritime is not proposing to build a dedicated bus lane as part of this proposal.
		Do not support the indented bus-bays. If indented bus bays remain a feature of the design, then consideration should be given to incorporating long tapers at the egress from the bays to allow the bus to accelerate to a higher speed prior to merging into passing traffic.	When considering indented bus bays along Memorial Avenue, Roads and Maritime will assess vehicle and pedestrian safety and the need for free flowing traffic in accordance with the road design guide.
		A stakeholder noted they were willing to develop the required bus shelter adjacent to 34-36 Memorial Avenue.	Roads and Maritime welcomes the offer to contribute to the construction of the bus shelter. The detailed design for the upgrade will resolve the location and the type of bus shelter to be provided. Roads and Maritime will contact this stakeholder prior to detailed design.
		Busways wants Public Transport Information and Priority System (PTIPS) to be used for this	Bus jump start lanes are being considered at the intersections with traffic lights. Roads and Maritime will carry out further consultation

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		development, including bus jump start pockets at intersections with traffic lights.	with bus operators and Transport for NSW (TfNSW) to determine the best layouts for intersections, so buses can meet their service requirements along Memorial Avenue PTIPS will be considered during detailed design.
	Intersections	Need either traffic lights or roundabouts at local intersections along Memorial Avenue.	Intersections with traffic lights are proposed at Arnold Avenue West and at Severn Vale Drive. These intersections would provide for all turning movements.
		Need a four-way intersection at Arnold Avenue to cater for the vehicles accessing this street. It is increasingly difficult to make right turns from Arnold Avenue.	New intersections with traffic lights are proposed at Arnold Avenue West and at Severn Vale Drive. These intersections would provide for all turning movements
		Providing traffic lights at the intersection of Arnold Avenue and widening of Memorial Avenue is long overdue.	Noted. As part of this proposal, new intersections with traffic lights are proposed at Arnold Avenue West and at Severn Vale Drive. These intersections would provide for all turning movements.
		The proposed intersections with traffic lights could be replaced with roundabouts.	Roundabouts require more land and would operate well only when the traffic demands on all approach roads are even. Intersections with traffic lights are required to meet the uneven traffic demands on the adjoining roads. These intersections would provide for all turning movements.
		Widening Memorial Avenue would not solve congestion without upgrading the intersections at Old Windsor Road and Windsor Road. When will these intersections be upgraded?	Planning for the Memorial Avenue upgrade will investigate improvements to the intersections of Memorial Avenue with both Old Windsor Road and Windsor Road. Roads and Maritime is currently investigating some improvements to Old Windsor Road/Memorial Avenue intersection as an interim solution to help reduce congestion.
		Grade separation needed at the intersections with Old Windsor Road and Windsor Road.	Roads and Maritime will identify the most appropriate layouts for the intersections at Old Windsor Road and at Windsor Road based on traffic modelling.
		Memorial Avenue/Burns Road intersection should be either a signalised four-way intersection or roundabout to allow for both	Memorial Avenue is a state arterial road with controlled access. Two intersections with traffic lights will be provided at Arnold Avenue West and at Severn Vale Drive.

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		right in and right out also.	<p>As Burns Road is very close to the Windsor Road intersection a four-way intersection at Burns Road would not be effective. Alternate access arrangements are proposed through the Balmoral Road release area precinct local road network.</p> <p>When the local precinct roads are fully developed access issues will be addressed. The development of the local road network is being managed by The Hills Shire Council, which advises that all internal roads in the Balmoral Road release area precinct are expected to be completed within three years to five years.</p>
		Right turn bay length on Windsor Road for turning into Memorial Avenue is currently inadequate and the traffic consistently banks back beyond the turn bay. Double right turning lanes are needed.	Noted. Roads and Maritime will identify the most appropriate layouts for the intersections at Old Windsor Road and at Windsor Road based on traffic modelling analysis.
		Need for a sufficient long left turn bay facility on Windsor Road approaching Memorial Avenue from the Castle Hill direction. Consideration needs to be given when making the turn into Memorial Avenue a "left turn with care after stopping" sign.	Roads and Maritime will identify the most appropriate layouts for the intersections at Old Windsor Road and Windsor Road based on traffic modelling analysis.
	Median strips	Do not waste space by providing wide medians.	Roads and Maritime has proposed the median along Memorial Avenue for road safety as well as future development of the road to six lanes (taking the two additional lanes from the median) when traffic volumes require this.
	Number of lanes	The upgrade should provide two lanes each way for cars.	Roads and Maritime confirms the upgrade would provide two lanes in each direction. Kerb side lanes are not proposed to be restricted to buses only.
		Private cars need two lanes each way. If there is a need for bus only lanes then six lanes should be built now. Build the ultimate	Roads and Maritime has reviewed the projected traffic volume, and demand does not require a six lane road in the short to medium term. The road upgrade will be designed to ensure the additional

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		additional lanes now. It is cheaper to build it all now.	lanes can be added easily in the future.
		If only two lanes are provided each way, someone parking on the road side would invariably defeat the purpose of two lanes for the free flow of traffic.	Parking would not be permitted along Memorial Avenue as it is an access controlled state arterial road.
	Shared path	The upgrading should provide adequate shared paths for pedestrian and cyclists on both sides of the road.	Roads and Maritime confirms this proposed upgrade is to provide shared paths on both sides of Memorial Avenue.
		Will there be separation between Thomas Boulton Circuit and shared path on Memorial Avenue?	Roads and Maritime confirms there would be a strip of land that would separate Thomas Boulton Circuit and the shared path on Memorial Avenue.
		Off-road shared paths should have dedicated space for both pedestrian and cyclists. A good example is the Epping Road bike path.	Roads and Maritime confirms the shared path concept was developed to make best use of the available space within the corridor. Design standards specify the width needed for shared paths. Along Memorial Avenue the width of the shared paths would meet Roads and Maritime standards.
Environment	Air pollution	Resident raised concern about air pollution.	Roads and Maritime notes air pollution impacts will be considered during the environmental impact assessment for this project.
	Heritage	Memorial Avenue should reflect the heritage value it was named after.	Roads and Maritime will conduct a heritage assessment as part of the environmental impact assessment and consider how to best reflect these values in the urban design.
	Noise	Noise barriers need to be erected on both sides of the road along Memorial Avenue. Is this planned?	New development approvals within the precinct require the developers to provide noise mitigation. If there are existing buildings potentially affected by road traffic noise from this upgrade this this would be assessed in the environmental impact assessment. Any treatment would then be considered in accordance with Roads and Maritime policy on road traffic noise mitigation.
	Potential flooding	Memorial Avenue is susceptible to flooding in the low lying sections.	Roads and Maritime confirms flood modelling is being carried out as part of designing the upgrade to establish the new road level. Information will be available for community comment on the environmental impact assessment of the project.
	Construction	The road works need to be constructed in	Impacts and potential disruptions during the construction phase will

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
	impacts	stages whereby traffic disruption is minimised to both the childcare centre and mental health clinic (situated on the other corner of Arnold and Memorial Avenues).	<p>be identified and assessed during the preparation of the environmental impact assessment for this project.</p> <p>Roads and Maritime confirms that construction staging would be planned to minimise disruptions to traffic, local businesses and community facilities.</p>
	Construction timeframes	Community needs to be advised about the date of commencement and completion of works. What are the timeframes for starting and completion?	<p>Consultation with the community and stakeholders is an important aspect of this project. Roads and Maritime will keep the community informed as planning and construction progresses.</p> <p>Once the planning is complete and funding for this proposal is confirmed, Roads and Maritime will prepare a program of work. Roads and Maritime will inform the community of this and other important steps through newsletters, the website, media releases and other available avenues.</p>
	Outside the scope of this upgrade	<ul style="list-style-type: none"> • Too many developments by housing communities • Old Windsor Road is congested and needs upgrading from Parramatta to Sunnyholt Road • Is there a plan to change the name of Gorman Avenue? There seems to be two Gorman Avenues within a few hundred metres of Gorman Avenue? • Lack of right turning facility from Old Windsor Road into Balmoral Avenue creates a big loop to access Wilcox Road from Old Windsor Road coming from Parramatta • When will the access from Severn Vale Drive to Fairway Drive be opening? • Memorial Avenue upgrade should also include widening the western side of 	<p>These issues, comments and suggestions are outside the scope of this project. Roads and Maritime may consider these comments in future projects.</p> <p>Roads and Maritime suggests that questions about the local road network be raised with The Hills Shire Council.</p>

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		<p>Windsor Road between President Road and Kellyville Public School to fully utilise the improved traffic flow conditions on Memorial Avenue</p> <ul style="list-style-type: none"> • Alternate exits are needed through Samantha Riley Drive • It is quite unsatisfactory that Gracewood retirement facility has been established recently without convenient two way access for residents / visitors / emergency services • From Severn Vale Drive (the new road), an access road into the Kellyville Park sporting complex could be built. This would allow locals travelling from the Sunnyholt Road end of Memorial Avenue to turn right into Severn Vale Road at the new four way intersection with traffic lights; then left into the new access road; and then into the park • The developers of the Arnold Avenue lands should not be required to meet, at their expense, the solving of the traffic problems for this area • When will Brodrick Boulevard join up with Arnold Avenue? And when will access be available through Home World? • Will a new shopping centre/shopping mall be built to support the development of the Balmoral Road release area? • The Hills Shire Council must dedicate a vast area for a market place such as Flemington/Parklea but not maintained as Parklea • There must be a link from this road to 	

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		Samantha Riley Drive via the current car park near the T-way.	
	Priority timing	Please start this project now. If possible completion by the end of 2015.	Roads and Maritime will continue to progress the planning and development of Memorial Avenue in order to obtain project approval. Project planning and design will continue into 2015. Construction would start after funding is made available. Once known, Roads and Maritime will inform the community of the start date for construction through newsletters, media releases and project website updates.
		The upgrade of Memorial Avenue should happen before the development of Balmoral Road release area precinct.	Precinct development and the Memorial Avenue upgrade are expected to be carried out around the same time. Memorial Avenue upgrade will be access controlled and because of this the local road network will need to be progressed in parallel with this upgrade. Memorial Avenue provides an important east-west arterial link for through and local traffic. The Balmoral Road Release area will provide the local road network to link to Memorial Avenue, Old Windsor Road and Windsor Road, and will be delivered in line with the residential development.
	Support for the upgrade	Support for the project.	Roads and Maritime thanks you for your support.
Safety	Suggestions	<p>Existing Memorial Avenue/Arnold Avenue intersection is unsafe with poor lighting and lack of pedestrian crossing facility.</p> <ul style="list-style-type: none"> • Need barriers in the median nature strip to minimise head on collisions • Child care centre needs barrier protection at the corner covering 50 metres of Memorial Avenue and 50 metres of Arnold Avenue • If a road is no entry there should be a different reflector type Red for no entry and Green for entry. This will stop many accidents 	<p>These issues would be addressed through the upgrade. The new intersection with traffic lights at Arnold Avenue would have appropriate lighting and provide safe pedestrian crossing facilities.</p> <p>Roads and Maritime will conduct a road safety audit to examine the safety aspects of the concept design before progressing to detailed design. Appropriate initiatives to improve road safety will be adopted.</p>

Issue	Sub-issue	Summary of community/ stakeholder comments received	Roads and Maritime's comments
		<ul style="list-style-type: none"> Where there is a 40km/h school zone it would be good to have colour reflectors or a rubber matt with studs, so to indicate the movement into the new zone and getting traffic to slow down. 	
Traffic lights	Synchronise	There are too many traffic lights in the area and they are not synchronised properly resulting in delays. Traffic lights in this area need to be synchronised. Maybe install traffic sensors.	A review of traffic light phasing and operation will be undertaken when the project is delivered. Traffic lights will be synchronised wherever possible.
		The proposed design will only cater to the existing traffic congestion; the upgrade will need to be more significant to cater for the projected population growth in this area.	Roads and Maritime proposes to upgrade Memorial Avenue in response to the increase in development in this area and projected increase in traffic using this road. The four lane development proposed would serve to meet the short to medium term traffic demands. A future increase to six lanes could be accommodated if/when required in the long term. The extra two lanes would be accommodated within the proposed median.
Traffic movements	Issues / suggestions	<p>There are no safe U-Turn facilities.</p> <p>A U-turning facility needs to be provided at Arnold Avenue/Memorial Avenue to compensate the right in and right out restriction on the temporary access from Hartigan Avenue.</p>	<p>Alternate access arrangements will be provided through the Balmoral Road release area precinct local road network.</p> <p>When the local precinct roads are fully developed access issues would be addressed. The development of the local road network is being managed by The Hills Shire Council. Council advises that all internal roads in Balmoral Road release area precinct are expected to be completed within three to five years.</p>
		A new traffic study is required.	Roads and Maritime confirms updated traffic analysis is underway.

3.2 Community information session comments and feedback

There were a number of informal comments made to the project team during the two community information sessions held on 10 December and 12 December 2013.

Table 2. Informal feedback from community information sessions

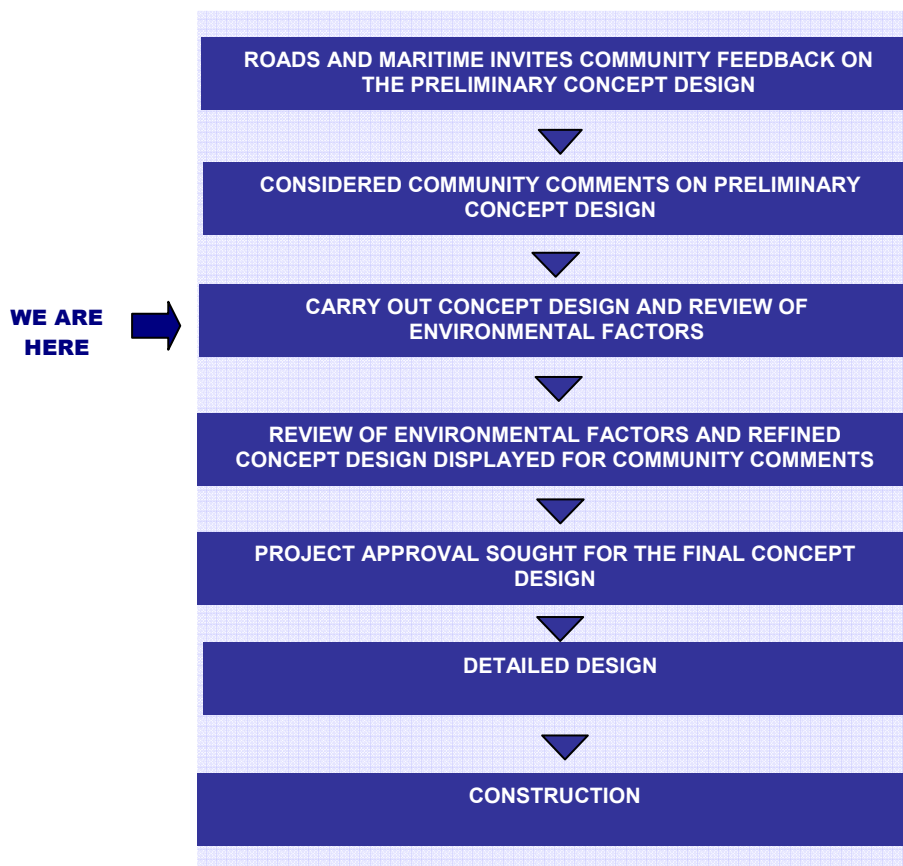
Comment:	Did not receive a copy of the community update in time to learn about the information sessions
Response:	Roads and Maritime informed the community about the information sessions using a number of channels including: <ul style="list-style-type: none">• an update on the Roads and Maritime website• newspaper advertisements in the Rouse Hill Times and Hills News• 25,000 community updates distributed in the local area.
Question:	There is a new development along Burns Road, yet no right turn into Burns Road from Memorial Avenue is being provided. Is this the only access to make a U-turn into Arnold Avenue?
Response:	Memorial Avenue is a state arterial road with controlled access. Two intersections with traffic lights will be provided at Arnold Avenue West and at Severn Vale Drive. As Burns Road is very close to the Windsor Road intersection, a four-way intersection at Burns Road would not be effective. Alternate access arrangements will be provided through the Balmoral Road release area precinct local road network.
Question:	What is happening at the Memorial Avenue and Windsor Road intersection?
Response:	Roads and Maritime will identify the most appropriate layout for the intersections at Old Windsor Road and at Windsor Road based on traffic modelling analysis.
Question:	Why is there a lot of traffic congestion in this area, for example, Showground Road and Memorial Avenue?
Response:	Roads and Maritime notes that the area is busier due to the development occurring in the area, particularly within the Balmoral Road release area.

4.0 NEXT STEPS

Roads and Maritime considered all written and verbal comments received following the display of the proposed preliminary concept design of the proposed upgrade of Memorial Avenue between Old Windsor Road to Windsor Road, Kellyville. These comments will assist with the refinement of the concept design.

A Review of Environmental Factors is currently being prepared and will be displayed for community comment. A refined concept design will be placed on display at the same time. Members of the community will be invited to provide feedback on both the Review of Environmental Factors and the refined concept design targeted for late 2014.


Figure 2. Project milestones flowchart



APPENDIX A - Community update (December 2013)

Community Update

DECEMBER 2013



**Transport
Roads & Maritime
Services**

Memorial Avenue upgrade

Old Windsor Road to Windsor Road – Have your say

Roads and Maritime Services is planning for the upgrade of Memorial Avenue to meet the future transport needs of Sydney's north west.

Roads and Maritime has developed a preliminary concept design to widen Memorial Avenue from a two lane road to a four lane divided road, between Old Windsor Road and Windsor Road at Kellyville.

The preliminary concept design is on display for community comment **until Friday 31 January 2014.**

Background

Memorial Avenue is an arterial road connecting Old Windsor Road in the west to Windsor Road in the east. It is about 2.2 kilometres long bisecting the new Balmoral Road release area precinct and provides access to Blacktown, Glenwood, Stanhope Gardens, Parklea, Baulkham Hills, Castle Hill and Kellyville.


There will be significant traffic growth in future years due to increased residential and commercial development in the area. The Hills Shire Council released a Structure Plan for Balmoral Road release area in 2012 which identified 410 hectares of mainly rural land surrounding the Memorial Avenue corridor for urban development.

The Structure Plan indicates that there would be a total of 6,400 new dwellings in the release area, for about 16,000 people.

The NSW Long Term Transport Master Plan includes the proposal to upgrade Memorial Avenue and states that it is to be carried out in the short-term. The upgrade of Memorial Avenue would support the development of the Balmoral Road release area precinct.

The map inside this brochure shows proposed access arrangements along Memorial Avenue between Old Windsor Road and Windsor Road at Kellyville.

Have your say! –
See inside for more details



Benefits


- Increased capacity to cater for traffic growth
- Improved safety for motorists through the installation of traffic lights and a central median to separate traffic travelling in opposing directions
- Improved safety for cyclists and pedestrians by providing off-road shared paths
- Improved travel times between Blacktown and Castle Hill
- Improved access and travel times for road freight
- New bus provisions at traffic lights
- Improved access to the Balmoral Road release area precinct
- Improved landscaping.

Access arrangements and features of the proposed road upgrade

The features of the proposed road upgrade of Memorial Avenue between Old Windsor Road and Windsor Road at Kellyville are shown on the overlaid map.

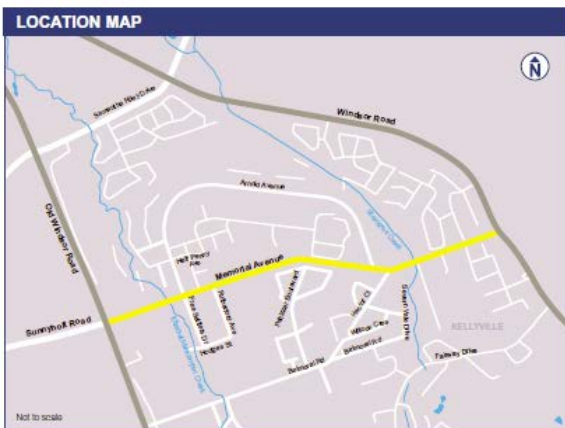
Features of the proposal include:

- An upgrade from a two lane to a four lane divided road with a central median
- A posted vehicle speed limit of 70km/h
- A wide central median to allow for future widening to six lanes, when required in the future
- Provision for landscaping in the median
- Shared pedestrian/cyclist path on both sides of Memorial Avenue
- Dedicated bus lanes with bus priority capability at traffic lights and indented bus bays on both sides of Memorial Avenue
- Adjustments to public utilities such as gas, electricity and telephone services along the route
- Designated turning lanes and bicycle lanes at intersections with traffic lights.



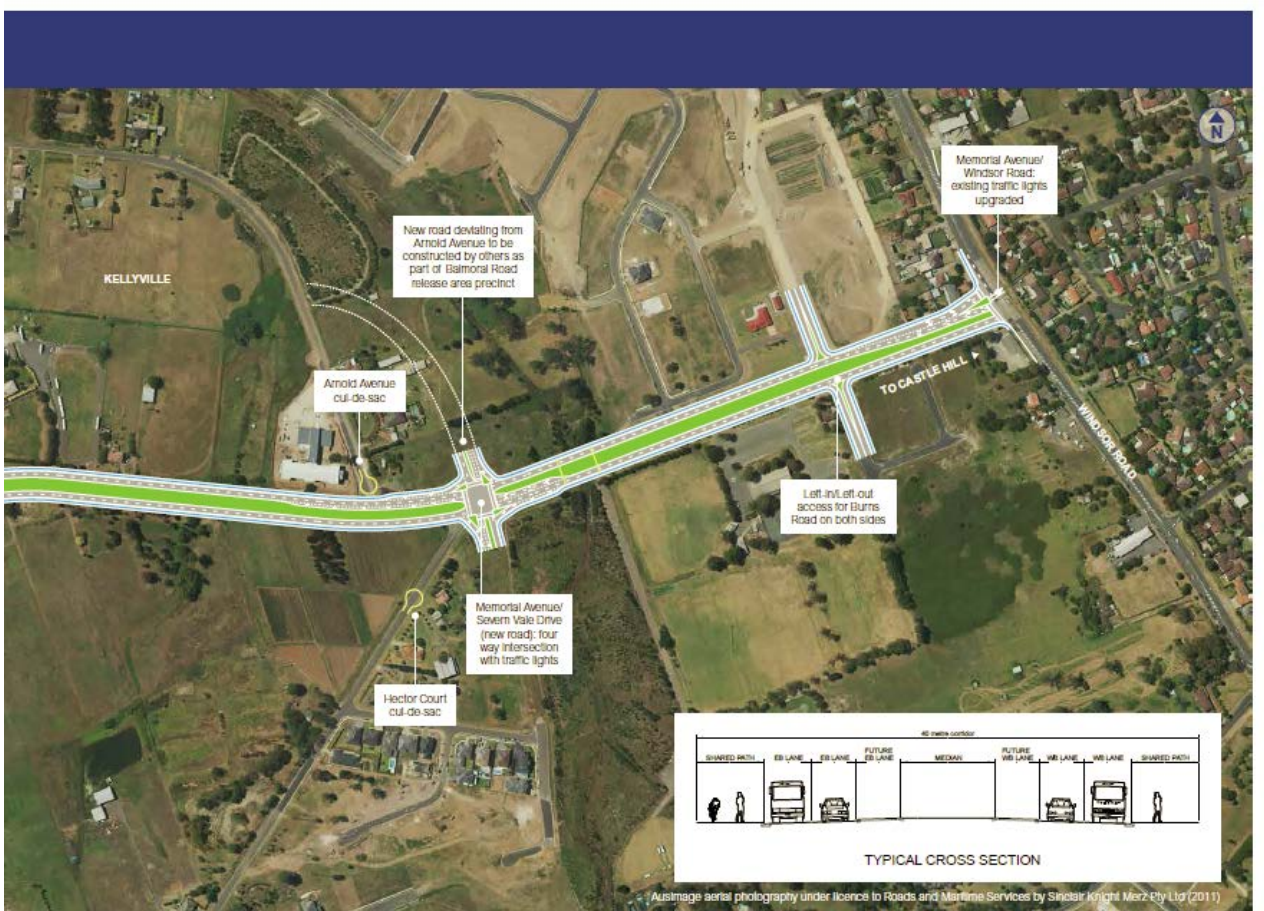
Memorial Avenue past Arnold Avenue east.

LOCATION MAP



Not to scale

MEMORIAL AVENUE – OLD WINDSOR ROAD TO WINDSOR ROAD



Austrimage aerial photography under license to Roads and Maritime Services by Sinclair Knight Merz Pty Ltd (2011)

What happens next?



Community comments on the preliminary concept design for the upgrade of Memorial Avenue between Old Windsor Road and Windsor Road at Kellyville will be considered by Roads and Maritime in developing the concept design and Review of Environmental Factors.

Roads and Maritime will involve the community during the upgrade of Memorial Avenue in a variety of ways, including information sessions, displays and newsletters.

Community information sessions

Roads and Maritime values your views about the project and will host community information sessions where project staff will be available to answer questions and receive feedback. Please feel free to drop in at anytime during the information sessions at:

Wrights Road Community Centre

Corner Harrington Avenue and Wrights Road, Kellyville
Tuesday 10 December 2013 between 3pm and 7pm
Thursday 12 December 2013 between 2pm and 6pm

Display Locations

The preliminary concept design will be on display until **Friday 31 January 2014** at the following locations:

- The Hills Shire Council**
 129 Showground Road
 Castle Hill until 13/12/13
 Then at 3 Columbia Court
 Baulkham Hills
 Monday to Friday between 9.30am and 4.30pm
- Castle Hill Library**
 Corner of Castle and Pennant streets
 Castle Hill
 Monday to Friday 10am to 8pm
 Saturday 10am to 5pm
 Sunday 1pm to 5pm

Have your say

Written comments are invited until **Friday 31 January 2014** and should be sent to:

The Project Team
 Memorial Avenue upgrade
 Sydney Development Section
 Roads and Maritime Services
 PO Box 973
 PARRAMATTA NSW 2124

Or email comments to:
Memorial.Avenue.Upgrade@rms.nsw.gov.au



Memorial Avenue near Arnold Avenue west.

Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 02 8849 2019.

Arabic
 إذا كنت بحاجة إلى مترجم اللغة العربية، يرجى الاتصال بخدمة الترجمة TIS National على الرقم 131 450 والطلب منهم الاتصال بوكالتك Roads and Maritime Services على الرقم 02 8849 2019.

Cantonese
 如您需要粵語譯員，請致電 131 450 聯絡翻譯和口譯服務 (TIS National)。 如欲查詢詳情，請致電 02 8849 2019 與 Roads and Maritime Services 聯絡。

Mandarin
 如果您需要口译员，请致电 131 450 联系翻译和口译服务 (TIS National)。 要获取详细信息，请致电 02 8849 2019 联系 Roads and Maritime Services。

Greek
 Αν χρειάζεστε διαγλώσσα, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διαγλώσσας (TIS National) στο **131 450** και ζητήστε να τηλεφωνήσουμε Roads and Maritime Services στο 02 8849 2019.

Italian
 Se desiderate l'assistenza di un interprete, pregio telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 02 8849 2019.

Korean
 통역사(가) 필요하시면 번역통역서비스 (TIS National)에 **131 450** 으로 연락하여 도움을 받으십시오. Roads and Maritime Services 에 번역서비스 요청하십시오.

Vietnamese
 Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 02 8849 2019.



This paper is - carbon neutral - Australian made - recycled fibre
 - elemental chlorine free - pulp derived from sustainably managed sources.

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For further enquiries

For further information about Memorial Avenue upgrade please contact Siva Salchi, Project Development Manager, Roads and Maritime Services.

T 02 8849 2019 | **E** Memorial.Avenue.Upgrade@rms.nsw.gov.au
 More information is available at rms.nsw.gov.au/roadprojects

November 2013
 RMS 13 038

APPENDIX B - Consultation advertisement



Transport
Roads & Maritime
Services

Memorial Avenue upgrade

Old Windsor Road to Windsor Road

Roads and Maritime Services is seeking your feedback on the preliminary concept design to widen Memorial Avenue from a two lane road to a four lane divided road, between Old Windsor Road and Windsor Road at Kellyville.

We value your feedback and will host two community information sessions:

Where: Wrights Road Community Centre,
Corner Harrington Avenue and
Wright's Road, Kellyville.

When: Tuesday 10 December 2013
between 3pm and 7pm and
Thursday 12 December 2013
between 2pm and 6pm.

Drop in at any time, the project team will be available to answer questions and receive your feedback.

Written comments are invited by
Friday 31 January, 2014.

The Project Team
Memorial Avenue upgrade
Sydney Development Section
Roads and Maritime Services
PO Box 973
Parramatta NSW 2124

Or email your comments to
Memorial.Avenue.Upgrade@rms.nsw.gov.au

**For further information please contact the
Project Development Manager Siva Satchi on
(02) 8849 2019 during business hours or email:
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Transport
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Sydney Development Section
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NS65291

**For further information please contact the
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APPENDIX C - Display poster (December 2013)

Memorial Avenue Upgrade Old Windsor Road to Windsor Road – Have your say



DECEMBER 2013

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Memorial Avenue upgrade
Sydney Development Section
Roads and Maritime Services
PO Box 973 PARRAMATTA CBD NSW 2124

Or email your comments to:
Memorial.Avenue.Upgrade@rms.nsw.gov.au

For further enquiries
Shea Satchi, Project Development Manager
Development Sydney Section
Roads and Maritime Services
PO Box 973 PARRAMATTA CBD NSW 2124

T 02 8849 2019
E Memorial.Road.Upgrade@rms.nsw.gov.au

www.rms.nsw.gov.au

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APPENDIX D – Distribution map

Memorial Avenue upgrade Old Windsor Road to Windsor Road

