

Pennant Hills Road and North Rocks Road, Carlingford

Intersection improvements

Community Consultation Report

Roads and Maritime Services | April 2018

Executive Summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders in December 2017 on proposed intersection improvements at Pennant Hills Road and North Rocks Road, Carlingford.

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

Currently, motorists are experiencing long delays travelling through the intersection of Pennant Hills Road and North Rocks Road. The aim of this proposal is to increase the capacity of the intersection by reducing queue lengths and improving safety.

The proposal includes:

- widening on the west side of the Pennant Hills Road to accommodate three northbound through lanes
- removal of left turn only condition for motorists travelling northbound on Pennant Hills Road to enable three northbound lanes through the intersection
- installing a new traffic island in the North East corner of the intersection
- installing a separated left turn lane for motorists travelling southbound and turning left from Pennant Hills Road into North Rocks Road
- installing a dedicated right turn lane for motorists travelling westbound and turning right from North Rocks Road into Pennant Hills Road
- Extending the kerbside lane and removal of left turn only condition for motorists travelling westbound on North Rocks Road
- installing a raised median in the centre of Pennant Hills Road
- adjusting driveways and footpaths
- adjusting utilities, street lighting, drainage, signage and line marking.

Benefits would include:

- improved travel time saving for motorists using the intersection
- reduced queue lengths for motorists travelling in both directions on Pennant Hills Road
- improved safety at the intersection, with a reduction in the number of rear-ends crashes and crashes involving motorists changing lanes
- reduced traffic delays due to a better flow of traffic for motorists at all points of the intersection.

Roads and Maritime invited feedback on the proposal in December 2017. We received feedback from 61 people, with 28 people supporting the proposal, 21 people against the proposal and 12 people who did not state a preference.

Key matters raised include:

- proposal justification
- North Rocks Road and Pennant Hills Road (south of the intersection) issues
- environmental impacts
- pedestrian and cyclist safety
- traffic light issues.

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

Decision

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal, subject to the following change to the original design proposal:

- replacement of the proposed raised median in the centre of Pennant Hills Road with trafficable painted median to maintain property access.

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

Contents

Executive Summary	3
1. Introduction	6
1.1. Background	6
1.2. The proposal	6
2. Consultation approach.....	8
2.1. Consultation objectives.....	8
2.2. Values	8
2.3. How consultation was done	8
3. Consultation summary.....	9
3.1. Overview	9
3.2. Feedback and Roads and Maritime’s responses	9
4 Decision	19
5 Next steps	19
6 Appendices	20
6.1 Appendix A – ‘Have your say’ letter December 2017	20
6.2 Appendix B – Distribution map December 2017	24

Figures and tables

Figure 1- Proposed intersection improvements on Pennant Hills Road and North Rocks Road.....	7
Table 1 - Communication tools.....	8
Table 2 - Feedback summary and Roads and Maritime’s responses.....	10

1. Introduction

1.1. Background

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

Currently, motorists are experiencing long delays travelling through the intersection of Pennant Hills Road and North Rocks Road. Roads and Maritime proposes to increase the capacity of the intersection by reducing queue lengths and improving safety.

Benefits of the proposal include:

- improved travel time saving for motorists using the intersection
- reduced queue lengths for motorists travelling in both directions on Pennant Hills Road
- improved safety at the intersection, with a reduction in the number of rear-ends crashes and crashes involving motorists changing lanes
- reduced traffic delays due to a better flow of traffic for motorists at all points of the intersection.

1.2. The proposal

Roads and Maritime proposes to increase the capacity of the intersection by reducing queue lengths and improving safety.

The proposal includes:

- widening on the west side of the Pennant Hills Road to accommodate three northbound through lanes
- removal of left turn only condition for motorists travelling northbound on Pennant Hills Road to enable three northbound lanes through the intersection
- installing a new traffic island in the North East corner of the intersection
- installing a separated left turn lane for motorists travelling southbound and turning left from Pennant Hills Road into North Rocks Road
- installing a dedicated right turn lane for motorists travelling westbound and turning right from North Rocks Road into Pennant Hills Road
- Extending the kerbside lane and removal of left turn only condition for motorists travelling westbound on North Rocks Road
- installing a raised median in the centre of Pennant Hills Road
- adjusting driveways and footpaths
- adjusting utilities, street lighting, drainage, signage and line marking.

We have included a map to show the location of the proposed intersection improvements.

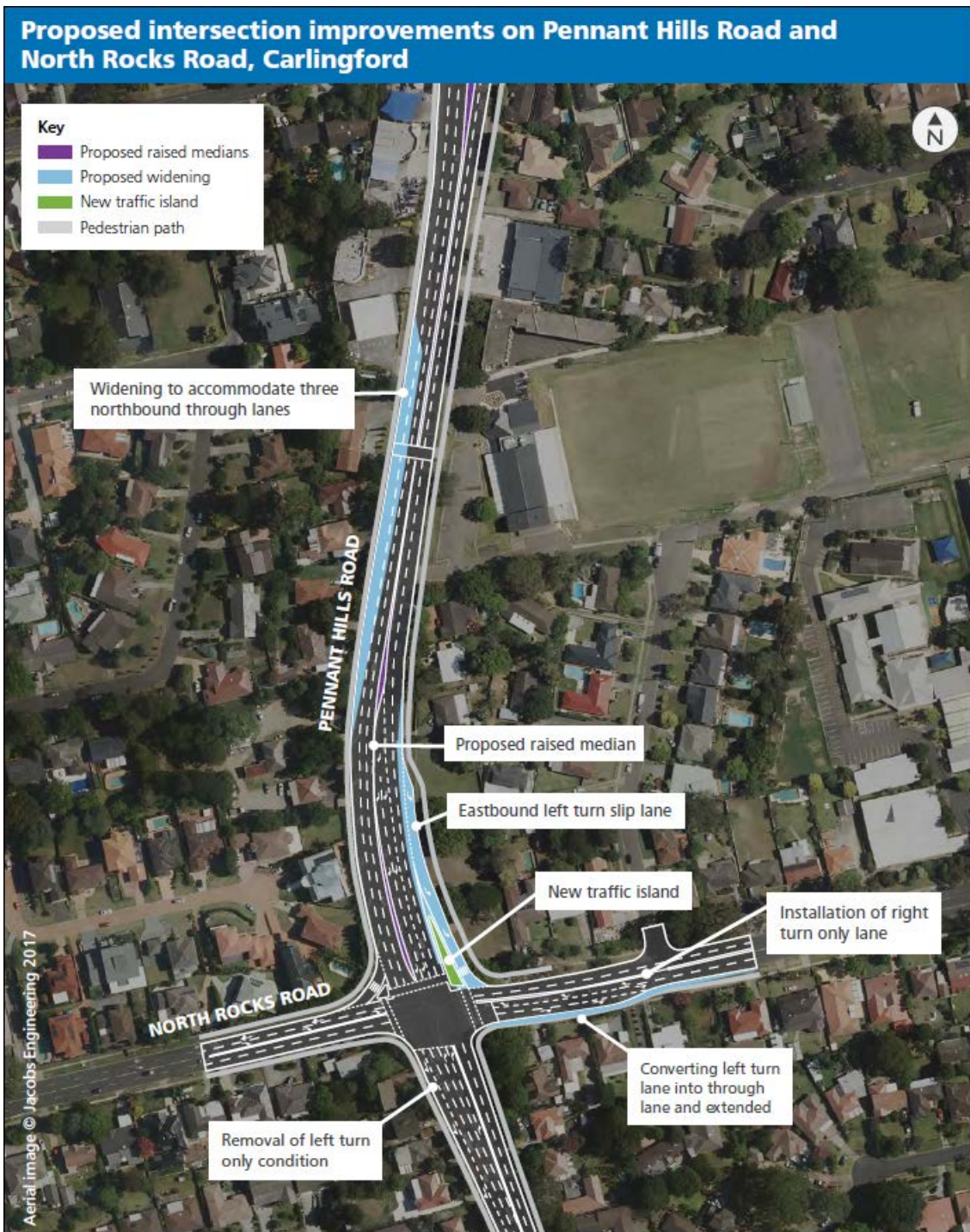


Figure 1 Proposed intersection improvements on Pennant Hills Road and North Rocks Road

2. Consultation approach

2.1. Consultation objectives

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

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

2.2. Values

Our 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. How consultation was done

We distributed 2,417 letters (Appendix A) to local residents, businesses (Appendix B) inviting feedback on the proposal. Copies were also provided to key stakeholders. Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the project team.

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

Tools	Method
Have Your Say community update - December 2017 (refer Appendix A)	<ul style="list-style-type: none">• Distributed to 2,417 local resident and businesses in local area (refer Appendix B for distribution area)• Copies of letter sent to key stakeholders, including local council, via email.• Door Knock was done to contact directly affected residents.
Website	<ul style="list-style-type: none">• Roads and Maritime project webpage updated with the latest project information, including the community update: www.rms.nsw.gov.au/projects/sydney-north/pennant-hills-rd-north-rocks-rd-carlingford/index.html.

Table 1 Communication tools

3. Consultation summary

3.1. Overview

Roads and Maritime invited feedback on the proposal in December 2017. We received feedback from 61 people, with 28 people supporting the proposal, 21 people against the proposal and 12 people who did not state a preference.

Key matters raised included:

- proposal justification
- North Rocks Road and Pennant Hills Road (south of the intersection) issues
- environmental impacts
- pedestrian and cyclist safety
- traffic light issues.

3.2. Feedback and Roads and Maritime's responses

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

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

Table 2 Feedback summary and Roads and Maritime’s responses

Category	Matters raised	Roads and Maritime response
<p>Proposal Justification</p>	<p>The planned upgrades will be ineffective for eastbound traffic on North Rocks Road.</p>	<p>Currently, motorists are experiencing long delays travelling through the intersection of Pennant Hills Road and North Rocks Road. The aim of this proposal is to increase the capacity of the intersection by reducing queue lengths and improving safety.</p> <p>The intersection was evaluated considering all traffic directions. The proposed improvements and upgraded traffic signals will balance the competing needs of traffic and provide the best improvement to traffic flow, travel time and safety at the intersection.</p> <p>Changes to the western leg of North Rocks Road are outside the scope of this project due to the large amount of property acquisition required. However, proposed upgrades to the other legs of the intersection will enable timing of the traffic signal phases to be adjusted to give more green time to reduce the delay for vehicles traveling east.</p>
	<p>There is more need for a left hand only turn lane and bus lane for northbound traffic on North Rocks Road wanting to turn left onto Pennant Hills Road.</p>	<p>Traffic modelling has demonstrated removing the left turn only condition and widening the west side of Pennant Hills Road to accommodate three northbound through lanes, which will flow through to the M2 motorway, will greatly reduce the delays at the intersection and enable efficiencies to be achieved.</p>
	<p>The proposal does not allow residents and businesses along Pennant Hills Road, to turn right from the northbound Pennant Hills Road lane.</p>	<p>Roads and Maritime have considered community feedback on the negative impact to community of installing the proposed raised median in the centre of Pennant Hills Road. As a result of community feedback, we have decided to replace the proposed raised median with a trafficable painted median. This median will maintain access to the properties along this road whilst still providing the separation of opposing traffic movements, and improving the safety of vehicles traveling through this corridor.</p>

Category	Matters raised	Roads and Maritime response
Proposal Justification (continued)	A seagull type turning right lane should be installed on Pennant Hills Road northbound.	Installation of a seagull type right turning lane would require the provision of a dedicated right turn lane on Pennant Hills Road. The traffic and cost benefit study determined that adding this right turn lane was not beneficial to this project.
	Removing the northbound left turn lane on Pennant Hills Road to North Rocks Road will cause more congestion for east bound traffic on North Rock Road.	Traffic modelling has demonstrated removing the left turn only condition and widening the west side of Pennant Hills Road to accommodate three northbound through lanes, which will flow through to the M2 motorway, will greatly reduce the delays at the intersection and enable efficiencies to be achieved.
	The proposal should have also considered upgrades on Pennant Hills Road, between North Rocks Road and Marsden Road.	Upgrades along other parts of Pennant Hills Road are outside the scope of this project. Roads and Maritime are however, currently undertaking a Pennant Hills Road Corridor Study, which is investigating future improvement needs along this corridor.
	There is no cost benefit for the proposed left turn lane for Pennant Hills Road southbound.	The traffic modelling and cost benefit study determined that adding the left turn slip lane on Pennant Hills southbound will improve the travel time and traffic flow for road users travelling east to North Rocks Road and South on Pennant Hills Road.
	The proposal should accommodate three southbound lanes, immediately north of the intersection, in addition to the proposed three northbound through lanes.	An additional southbound lane is outside the scope of this project. Roads and Maritime is, however, investigating this issue as part of future upgrades in the area.
North Rocks Road	North Rocks Road between Pennant Hills Road and Oakes/Jenkins Roads should be widened to provide three lanes of traffic heading east.	Changes to the western leg of North Rocks Road are outside the scope of this project due to the large amount of property acquisition required. However, proposed upgrades to the other legs of the intersection will enable timing of the traffic signal phases to be adjusted to give more green time to reduce the delay for vehicles traveling east.

Category	Matters raised	Roads and Maritime response
North Rocks Road (continued)	North Rocks Road between Pennant Hills Road and Oakes/Jenkins Roads is a bottleneck.	Changes to the western leg of North Rocks Road are outside the scope of this project due to the large amount of property acquisition required. However, proposed upgrades to the other legs of the intersection will enable timing of the traffic signal phases to be adjusted to give more green time to reduce the delay for vehicles traveling east.
	North Rocks Road westbound right turn lane should be three lanes with the centre lane accommodating through and right turn traffic.	The traffic modelling and surveys determined that a shared through and right turn middle lane, in addition to the proposed right turn lane from North Rocks Road westbound approach, was not warranted under this project.
	Remove the right hand turn from the left lane eastbound, as there are relatively few motorists that use this option.	The traffic modelling and surveys determined that there is a high demand for the right hand turn from North Rocks Road eastbound into Pennant Hills Road. Removing the right turn arrow will negate the proposed intersection improvements.
	The left hand turn lane eastbound should be extended as there are significant traffic delays turning left onto Pennant Hills Road.	Changes to the western leg of North Rocks Road are outside the scope of this project due to the large amount of property acquisition required. However, proposed upgrades to the other legs of the intersection will enable timing of the traffic signal phases to be adjusted to give more green time to reduce the delay for vehicles traveling east. Your suggestion has been noted for any future upgrades in the area.
	Peak hour drivers do not obey the 'Keep Clear' section of North Rocks Road at the Roselea Way intersection. This restricts traffic movement in and out of Roselea Way.	NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations. We encourage members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police. Please contact Carlingford Local Area Command on 02 9680 5399, who will determine whether targeted enforcement activities may be appropriate.

Category	Matters raised	Roads and Maritime response
North Rocks Road (continued)	North Rocks Road should be widened at the bus stops. This would allow passengers to get on and off without blocking the flow of traffic.	There is no proposal to install indented stopping bays as part of this project. Feedback on bus services and stops should be provided to Transport for NSW at transportnsw.info/contact-us/feedback/bus-feedback or by calling 1300 038 500.
	Install a left turn slip lane for motorists travelling eastbound and turning left from North Rocks Road into Pennant Hills Road.	Changes to the western leg of North Rocks Road are outside the scope of this project due to the large amount of property acquisition required. However, proposed upgrades to the other legs of the intersection will enable timing of the traffic signal phases to be adjusted to give more green time to reduce the delay for vehicles traveling east.
	Footpaths on North Rocks Road could be narrowed to accommodate an extra lane.	<p>Changes to the western leg of North Rocks Road are outside the scope of this project due to the large amount of property acquisition required. However, proposed upgrades to the other legs of the intersection will enable timing of the traffic signal phases to be adjusted to give more green time to reduce the delay for vehicles traveling east.</p> <p>The width of the footpaths are not able to be reduced in this area due to a number of issues including the designated cycle route located on North Rocks Road, the significant utilities that exist and need to be accommodated and also the difference in levels between properties and the road.</p>
	Getting out of North Rocks Road from the Oakes Road side is an issue.	Changes to the western leg of North Rocks Road are outside the scope of this project due to the large amount of property acquisition required. However, proposed upgrades to the other legs of the intersection will enable timing of the traffic signal phases to be adjusted to give more green time to reduce the delay for vehicles traveling east.
Pennant Hills (south of the intersection)	Will widening of Pennant Hills Road to three lanes extend to Woodstock Road?	The proposed intersection improvements include widening on the west side of Pennant Hills Road, to accommodate three northbound through lanes. There will be no change to Pennant Hills Road South of the intersection as part of this proposal. Furthermore, there will be no changes for motorists accessing Woodstock Road from Pennant Hills Road.

Category	Matters raised	Roads and Maritime response
Pennant Hills (south of the intersection) (continued)	Can the length of the two right hand turning lanes heading north along Pennant Hills Road and turning right into North Rocks Road be extended?	The extension of the right hand turning lanes northbound from Pennant Hills Road onto North Rocks Road is outside of the scope of this project. While your suggestion is not included as part of this proposal it has been noted for any future upgrades in the area.
	Only one right hand turn lane is needed for motorists heading north along Pennant Hills Road and turning right into North Rocks Road. This would allow three through lanes, without sacrificing the left hand turn lane.	<p>The proposed intersection improvements and upgraded traffic signals will control, and balance, the competing needs of traffic in all the directions.</p> <p>Traffic modelling and surveys determined that there was high demand for the right hand turn from Pennant Hills Road northbound into North Rocks Road. The two right hand turns therefore need to remain.</p>
	'Do not queue across intersection' advice is needed at the driveway exit from Carlingford Court onto Pennant Hills Road, so that traffic can exit Carlingford Court when traffic is stopped at the nearby red lights .	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Pennant Hills Road and North Rocks Road. Upgrades along other parts of Pennant Hills Road are outside the scope of this project.</p> <p>Roads and Maritime are however, currently undertaking a Pennant Hills Road Corridor Study, which is investigating future improvement needs along this corridor.</p>
Environmental impacts	What improvements will be done to prevent truck drivers from using compression braking?	Roads and Maritime's Enforcement Operations will be notified of your comment regarding compression braking in this area for further investigation. For further information regarding heavy vehicle exhaust noise please contact Roads and Maritime Heavy Vehicle Hotline on 1300 786 748.
	What is being done about the tree removal caused by this project?	Roads and Maritime has developed the proposed design to reduce the number of trees, shrubs and vegetation that need to be removed. A Review of Environmental Factors (REF) has been prepared to assess the environmental impacts of the proposal and to outline the measures that must be taken in order to manage and mitigate these impacts.

Category	Matters raised	Roads and Maritime response
Environmental impacts (continued)	What sound barrier will be introduced to offset the removal of the trees and the additional noise generated by additional traffic flow?	<p>Roads and Maritime has developed the proposed design to reduce the number of trees, shrubs and vegetation that need to be removed to enable road widening to fit in the proposed additional lanes.</p> <p>A Review of Environmental Factors will be prepared to assess the environmental impacts of the proposal and to outline the measures that must be taken in order to manage and mitigate these impacts. A noise impact assessment will also be carried out. It will only be of concern if future noise levels to surrounding properties increase existing levels by more than 2 decibels after completion of the project which is unlikely.</p>
	What noise protection will be featured in the road works to protect me?	<p>A site specific noise and vibration assessment was undertaken for this project and the results and recommendations will be incorporated into the construction methodology to reduce where possible the amount of noise generated by this project.</p> <p>Roads and Maritime will carry out the work in compliance with the Environmental Management Plan and implement standard safeguards to help reduce the overall impact on the community. The standard action and mitigation measures as provided in the Roads and Maritime <i>Construction Noise and Vibration Guideline</i> will be applied.</p>
Pedestrian and cyclist safety	Can the current signalized pedestrian crossing be replaced by a pedestrian bridge?	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Pennant Hills Road and North Rocks Road. Consideration of a pedestrian bridge at the intersection is outside the scope for this project.</p>
	Can a pedestrian bridge with lifts be installed across the intersection to improve the safety of students attending Carlingford High School, Roselea Public and St Gerard's Primary?	<p>Your safety concerns have been referred to Network and Safety Services at Roads and Maritime for their consideration.</p>
	Will the footpath on the southern side of the intersection, western side of Pennant Hills Road, be improved?	<p>Footpath upgrades on the southern side of Pennant Hills Road are outside the scope of this project. While your suggestion is not included as part of this proposal it has been noted for any future upgrades in the area.</p>

Category	Matters raised	Roads and Maritime response
Pedestrian and cyclist safety (continued)	Will pedestrian crossing times be adversely affected? It's already quite a stretch to get across Pennant Hills Road in the time allowed?	The pedestrian crossing times at the Pennant Hills Road and North Rocks Road intersection will be adjusted accordingly to enable safe crossing.
	Converting the North Rocks Road left turn lane onto Pennant Hills Rd northbound to a through and shared lane, will be dangerous for pedestrians.	All elements of this project have been reviewed for safety and have been designed to ensure the safety of all road users and pedestrians.
	Are the proposed intersection improvements going to be safe for school children crossing Pennant Hills Road?	
	A traffic island is needed in the north east corner of the intersection.	A traffic island is proposed for the north east corner of the intersection separating the through and left turn lane.
	Vehicles, trailers and boats parked on footpaths obstruct pedestrians walking on North Rocks Road and Pennant Hills Road. Can this be policed?	NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations. We encourage members of the public to report any road users disobeying road rules to the Police. Please contact Carlingford Local Area Command on 02 9680 5399, who will determine whether targeted enforcement activities may be appropriate.
Safety issues	A red light camera is needed at the intersection.	The purpose of this proposal was to seek feedback on the proposed intersection improvements on Pennant Hills Road and North Rocks Road. Consideration of a red light camera at the intersection is out of scope for this project. Your safety concerns have been referred to Network and Safety Services at Roads and Maritime for their consideration.

Category	Matters raised	Roads and Maritime response
Safety issues (continued)	<p>The centre of the intersection will need appropriate guiding lines to assist motorists passing through the intersection.</p>	<p>Additional line marking will be installed to help guide vehicles through the intersection safely.</p>
	<p>A speed camera is needed on North Rocks Road near Norwood Avenue.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Pennant Hills Road and North Rocks Road. Consideration of a speed camera on North Rocks Road, near Norwood Avenue, is out of scope for this project.</p> <p>Safety is a priority for Roads and Maritime Services at all stages of our projects and in the daily operations of our roads. While we cannot address this particular issue within the scope of the Pennant Hills Road and North Rocks Road project, we have sent your comments to the Centre for Road Safety to nominate this location for a speed camera.</p> <p>The location that you have referred to is also a Parramatta Council road. If you would like to discuss the road further, you can contact Parramatta Council on 1300 617 058.</p>
Traffic Lights	<p>Lengthy delays on North Rocks Road west of the intersection are affected by traffic light phasing at the intersection. Can this be investigated?</p>	<p>Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flow. Sensors beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the light stays green varies in response to changing traffic conditions. This ensures that the traffic light phasing is operating at maximum efficiency.</p>
	<p>Extend the time for the green traffic light so that more motorists can travel from the right lane turning right from North Rocks Road into Pennant Hills Road.</p>	<p>The new intersection improvements and upgraded traffic signals have been designed to control and balance the competing needs of traffic in all the directions.</p>

Category	Matters raised	Roads and Maritime response
Traffic lights (continued)	What can be done to prevent cars in the far right hand turning lane, travelling east, going straight ahead into North Rocks Road?	As a part of this project, all signage and line marking has been reviewed and if any improvements can be made they will be implemented. NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations. We encourage members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police. Please contact Carlingford Local Area Command on 02 9680 5399, who will determine whether targeted enforcement activities may be appropriate.
Other suggestions (out of scope)	Southbound traffic from the M2 motorway has to merge from three lanes into two; can the third southbound lane continue to North Rocks Road?	An additional southbound lane on North Rocks Road is outside the scope of this project. Roads and Maritime is, however, investigating this issue as part of future upgrades in the area.
	A right hand turn lane for northbound traffic on Pennant Hills Road is needed for road users wanting to access the Roselea Community Centre.	The traffic modelling and cost benefit study determined that adding a dedicated right turn lane was not warranted under this project.
	An underpass or tunnel at West Pennant Hills is needed.	The purpose of this proposal was to seek feedback on the proposed intersection improvements on Pennant Hills Road and North Rocks Road. Consideration of an underpass or tunnel at West Pennant Hills Avenue is out of scope for this project.
	An underpass for eastbound motorists turning right onto North Rocks Road is needed.	While your suggestion isn't included as part of the proposal and it's out of the scope, it has been noted for any future upgrades within the area
Other concerns	Will there still be the same amount of trucks using Pennant Hills Road from the south after completion of the tunnel?	The proposal has been assessed for both the existing and future traffic conditions. Please contact the NorthConnex project information line on 1800 997 057 or at enquiries@northconnex.com.au for further details regarding the impacts of the NorthConnex project.

4 Decision

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

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal, subject to the following change to the original design proposal:

- replacement of the proposed raised median in the centre of Pennant Hills Road with trafficable painted median to maintain property access.

5 Next steps

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

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

6 Appendices

6.1 Appendix A – ‘Have your say’ letter December 2017



Intersection of Pennant Hills Road and North Rocks Road

HAVE YOUR SAY

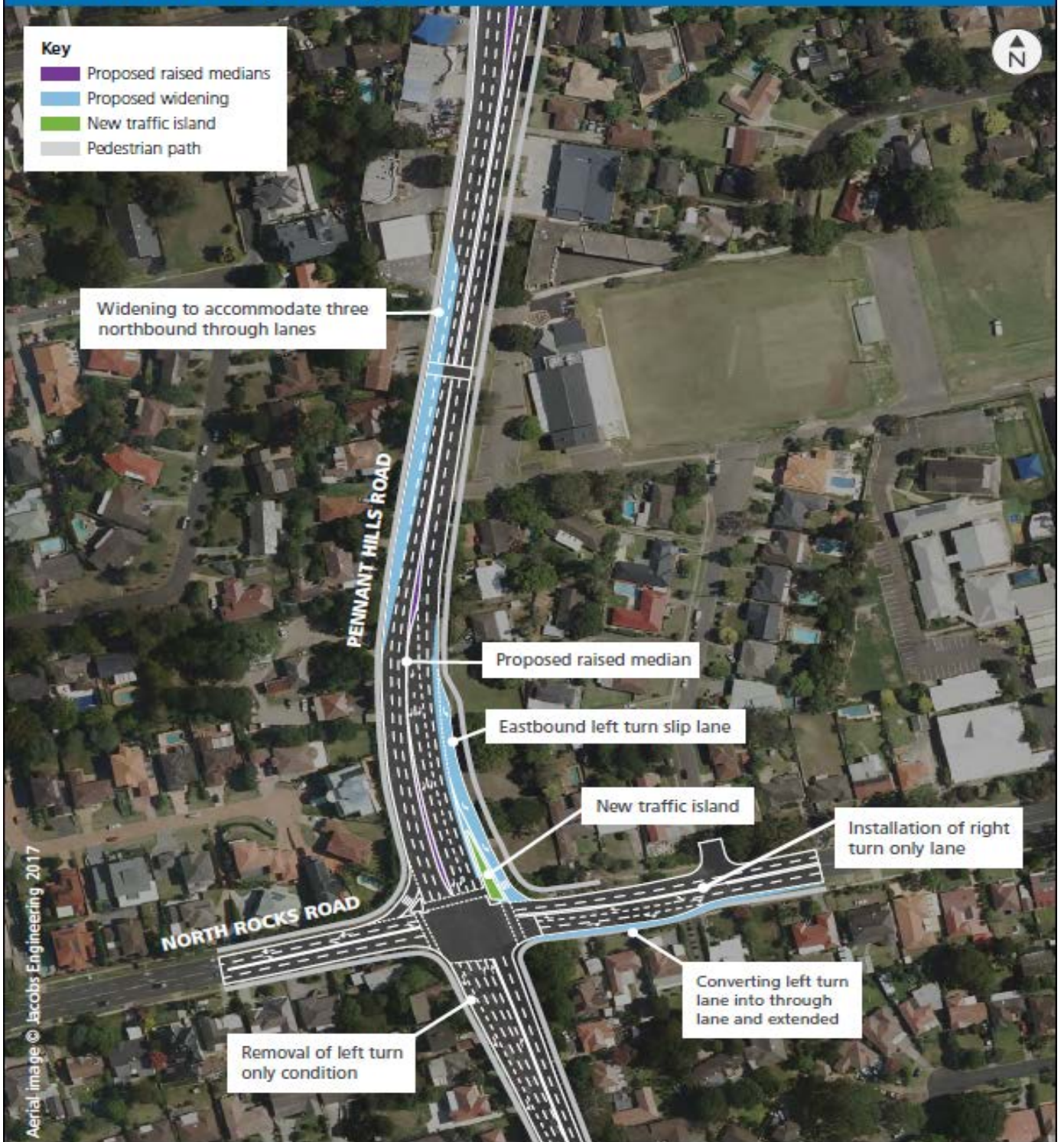
Proposed intersection improvements on Pennant Hills Road at North Rocks Road, Carlingford

December 2017

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

Roads and Maritime Services is seeking your feedback by **Friday, 15 December** on proposed intersection improvements on Pennant Hills Road at North Rocks Road, Carlingford.

Proposed intersection improvements on Pennant Hills Road and North Rocks Road, Carlingford



Currently, motorists are experiencing long delays travelling through the intersection of Pennant Hills Road and North Rocks Road. The aim of this proposal is to increase the capacity of the intersection by reducing queue lengths and improving safety.

The proposal includes:

- widening on the west side of the Pennant Hills Road to accommodate three north bound through lanes
- installing a new traffic island in the North East corner of the intersection
- installing a separated left turn lane for motorists travelling southbound and turning left from Pennant Hills Road into North Rocks Road
- installing a dedicated right turn lane for motorists travelling westbound and turning right from North Rocks Road into Pennant Hills Road
- installing a raised median in the centre of Pennant Hills Road
- adjusting driveways and footpaths
- adjusting utilities, street lighting, drainage, signage and line marking

Benefits would include:

- travel time saving for motorists using the intersection
- reduced queue lengths for motorists travelling in both directions on Pennant Hills Road
- improved safety at the intersection, with a reduction in the number of rear-ends crashes and crashes involving motorists changing lanes
- reduced traffic delays due to a better flow of traffic for motorists at all points of the intersection.



Intersection of Pennant Hills Road and North Rocks Road



**Improving
safety**



Save travel time



**Improve
travel speeds**



**Intersection
improvements**

Next steps


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


A community consultation report will be prepared summarising the matters raised and will be made available on our website.


We will keep you updated as each proposal progresses.


Have your say

We invite your feedback on the proposal by **Friday, 15 December**. You can provide your comments by contacting our Project Team:

 1800 572 004 (during business hours)

 pinchpoint@rms.nsw.gov.au

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

 rms.nsw.gov.au/pinchpoints



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 1800 572 004.

Arabic

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

Cantonese

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

Mandarin

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

Greek

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

Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 1800 572 004.

Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450**으로 연락하여 이들에게 1800 572 004 번으로 Roads and Maritime Services 에 전화하도록 요청하십시오.

Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 1800 572 004.

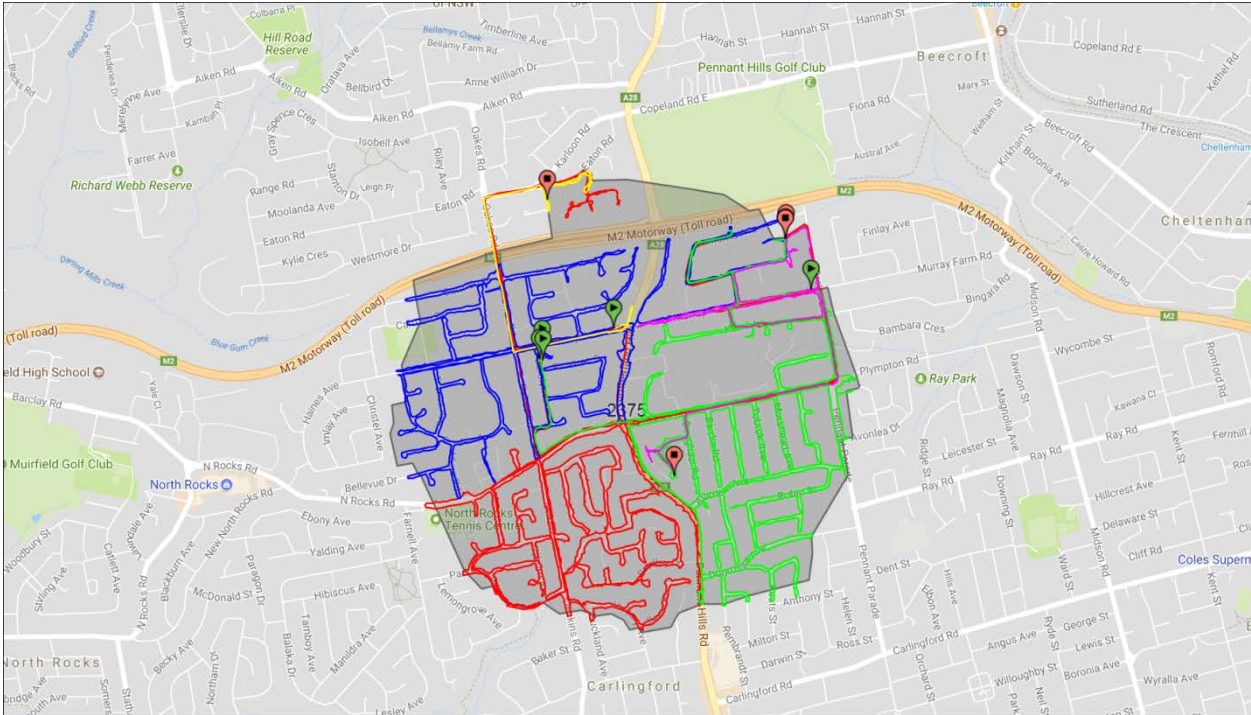


December 2017
RMS 17.637



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6.2 Appendix B – Distribution map December 2017





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1800 572 004



Customer feedback
Roads and Maritime
Locked Bag 928,
North Sydney NSW 2059

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