



# Transport for NSW Picton Bypass

## Consultation Report



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Date: 13 August 2021  
Version:  
Reference:  
Division: Greater Sydney, Western Parkland City, Aerotropolis & Southwest  
Review date:

# 1. Executive Summary

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The NSW Government has provided \$3 million for Transport for NSW (Transport) to investigate potential options for a future bypass of Picton. A proposed bypass would provide an alternate route for vehicles by linking Thirlmere and Tahmoor with the Hume Motorway via Picton Road.

Key stakeholders have been involved in evaluating several design options to identify the recommended design.

A bypass corridor is recommended after consideration of environmental impacts, predicted transport benefits, community impacts, constructability, value for money and improving emergency access.

The recommended corridor:

- best meets the project objectives
- provides flexibility and capacity to accommodate planned growth
- delivers a good balance between addressing town centre congestion and saving time for road users in the area
- provides flexibility for future construction, with less impact on the town centre.

A Community Update and Strategic Corridor Options Report were published on 8 December 2020 to seek feedback on the recommended corridor. The community was invited to provide their feedback, with consultation closing on 22 February 2021. A Facebook live community information session was held on 1 February 2021 and provided the community with the opportunity to ask the project team questions and seek further information. The session was recorded and made available on the project website for the duration of the consultation period.

Transport received 55 submissions in response to the display of the recommended design. The key matters raised by the community were relating to design, funding and active transport.

The feedback received has been considered and our responses are contained in this report.

## 1.1 Way Forward

Transport will take the community and stakeholder feedback into account as the design for the bypass is progressed. Input has already resulted in additional investigations already being commissioned and refinements to the design. A strategic business case will be prepared for the project as part of the NSW Government's framework for making and prioritising infrastructure investment decisions.

## 2. Introduction

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### 2.1 Background

Transport proposes to provide a future bypass of Picton town centre. The proposal is located in and around the town centre of Picton, approximately 80 kilometres south-west of Sydney, within the Wollondilly Shire Council Local Government Area (LGA).

Picton Road forms the main east-west connection between Picton town centre, Remembrance Driveway, the M31 Hume Motorway and the Illawarra. The Old Hume Highway, including Remembrance Driveway, provides the north-south road network through Picton.

Picton town centre currently experiences traffic congestion in a few key locations. Connecting Remembrance Driveway with Picton Road, the town also provides access to numerous services, including the rail network. This results in a large proportion of traffic from Picton and neighbouring townships, such as Tahmoor and Thirlmere, travelling via the town centre to reach these roads before accessing surrounding areas.

Victoria Bridge is a timber truss heritage bridge situated on Prince Street. The bridge has enduring restrictions on the load and mass of vehicles using the crossing and has a single lane with two-way movement of vehicles via a “Give-Way” signage control. It provides an alternative route for vehicles travelling between Remembrance Driveway and Picton Road.

In June 2018, the NSW Government announced \$3 million to investigate a future bypass of the Picton town centre.

### 2.2 The proposal – recommended corridor

Transport identified a number of strategic corridors to ease congestion and improve amenity within the Picton town centre. A total of 18 strategic corridor options were initially identified that would connect Remembrance Driveway to Picton Road allowing a future bypass of the Picton town centre. These options were evaluated against criteria covering the proposal objectives, engineering design and minimising environmental impacts, including the impact on properties.

From the 18 strategic corridor options, four corridors were selected for additional evaluation. These four corridors were investigated in further detail, including:

- traffic modelling to determine the relative benefits of each option
- bridge constructability and feasibility assessments
- constructability reviews

- completion of strategic cost estimates
- targeted stakeholder consultations.

The four strategic corridor options were presented to a Value Management Workshop in October 2019 that included technical specialists and project stakeholders, including Wollondilly Shire Council representatives, to review the findings of the preliminary investigations against the project objectives and agreed assessment criteria. The workshop participants recommended Corridor 9 for the future bypass of the Picton town centre, with Corridor 14 also shortlisted as a potential corridor for the bypass, subject to further investigations to be completed.

Transport further evaluated the shortlisted four options by assessing project objectives, connectivity, emergency evacuation opportunities, property impacts, constructability, capital cost, benefits and function as an alternative route to the Hume Motorway.

As a result of the above investigations and studies, Corridor 9 was recommended for community consultation and further development.

## **2.3 Benefits**

The proposed Picton Bypass would:

- ease congestion and improve amenity within the Picton town centre by reducing the number of light and heavy vehicles travelling through the area
- reduce travel times and improve journey reliability by providing additional vehicle capacity via an alternative route for general traffic and freight between Remembrance Driveway and Picton Road
- reduce the number of fatal and serious injury crashes by reducing interactions between vulnerable road users and light and heavy vehicles within the town centre.

## 3. Consultation approach

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### 3.1 Consultation aims

Transport consulted with the community and stakeholders on the proposal to:

- seek comment, ideas and suggestions for consideration when making a decision on the final scope of work
- advise directly affected stakeholders of changes and/or proposals
- build a database of community members interested in the proposal to engage with during the proposal's development and delivery
- provide an opportunity for the community to learn more about the proposal, ask questions and provide submissions.

### 3.2 Consultation activities

Consultation on the proposal was carried out from 8 December 2020 to 22 February 2021. A number of activities were carried out during this period to give community members and stakeholders a chance to learn more about the proposal, ask questions and provide submissions.

Unfortunately due to COVID-19 restrictions, we were unable to undertake extensive activities in person, such as doorknocking and community information kiosks. However, a Facebook live information session was conducted.

### 3.3 Table 1 – Consultation activities

Consultation activity	Summary
State and local government	Briefing meetings were carried out with the Member for Wollondilly and the Wollondilly Shire Council.
Project update	A project update (Appendix A) was distributed to almost 6000 properties.
Direct consultation	Calls were made to those directly impacted by the proposal. Emails were sent to community members and stakeholders on the project database. COVID-19 restricted in person activities during this consultation.
Website	A project webpage was available at <a href="http://nsw.roads/pictonbypass">nsw.roads/pictonbypass</a>
Social media	Geo-targeted Facebook posts were published 16-23 December 2020 (Appendix B).
Online information session	A Facebook live information session was held on the Transport for NSW Facebook.
Review of submissions	All submissions from the community and stakeholders were reviewed and used in the decision making process for the proposal.

### 3.4 Consultation outcome

#### 3.4.1 State and local government

Briefing meetings were held with the Member for Wollondilly and Wollondilly Shire Council during the development of the proposal. Transport will continue consulting with the Member for Wollondilly and Council throughout the development of the proposal to ensure local interests are represented.



#### **3.4.2 Project update**

A project update (Appendix A) was distributed to almost 6000 properties along the proposed corridor and surrounding streets.

#### **3.4.3 Direct consultation**

Transport called community members directly impacted by the proposal, as well as sending 370 emails to those on the project database.

#### **3.4.4 Website**

The project website [nsw.roads/pictonbypass](http://nsw.roads/pictonbypass) contained information relating to the proposal, as well as previously issued project updates.

#### **3.4.5 Social media**

Geo-targeted social media posts (Appendix B) were published on Facebook 16-23 December 2020 to not only target the local community, but also the wider community and customers who use the road corridor, informing them of the proposal and encouraging feedback to be submitted. These posts reached over 42,000 people. Our posts produced 35 reactions, 46 comments and was shared 18 times.

#### **3.4.6 Online information session**

A Facebook live information session was held on 1 February 2021 and provided the community with the opportunity to ask the project team questions and learn more about the proposal. The session was recorded and published on the project website for the duration of the consultation period. There were 181 participants during the live event, and totalled almost 9500 views following the session, 129 comments and 75 likes.

#### **3.4.7 Submissions**

We received 55 submissions via emails and posted letters. All submissions were reviewed and considered by our project team.

## 4. Consultation summary

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### 4.1 Overview

During the consultation, 55 submissions were received. The majority of this feedback supported the proposal. Key issues raised during the consultation period related to:

- the design of the bypass to avoid traffic congestion
- emergency evacuation
- environmental concerns.

### 4.2 Community submissions and Transport responses

A summary of community submissions and responses can be found in Table 2. A summary of submissions not relating to the proposal and our responses can be found in Table 3.

### 4.3 Table 2 – Community submissions and Transport responses

Category	Feedback	Transport response
Proposed Picton Bypass	Supporting the proposal.	Transport notes the support for a bypass and the recommended corridor. Transport thanks the community for its interest and advocacy for the project to be delivered.
	What kind of impact will a bypass have on the town's economy?	<p>A lot has been learned from the changes communities and their economies experience as a result of bypasses. Long-term residents in the Southern Highlands experienced this when the Hume Highway was upgraded and bypassed towns in the region.</p> <p>The benefits of bypasses can be removing traffic congestion in the town, removing noise and vibration, and improving road safety. Combined with another initiatives, an improved town amenity can make a town centre more attractive to visitors.</p> <p>A socio-economic assessment of the bypass would be commissioned before any final decision is made to construct the proposal in the future. This assessment would be displayed for community comment and to provide a clearer picture on economic impacts and opportunities. More information on town bypasses can be accessed at <a href="https://nswroads.work/townbypasses">https://nswroads.work/townbypasses</a></p>
Project funding	Request to fast track the project.	Transport acknowledges the community's advocacy for construction of the project. A business case is currently being prepared to present to the NSW Government that will identify the benefits, risks, issues and costs associated with the

Category	Feedback	Transport response
		proposal. This enables consideration of this proposal within the wider context of NSW Government budget priorities across the region and state.
<b>Project design</b>	One lane each way will not cater for increased traffic from upcoming developments.	Transport has considered residential and industrial growth in the region projected to 2036 by the Department of Planning, Industry and Environment (DPIE) and Wollondilly Shire Council to predict future traffic demand. Traffic studies show that one lane in each direction is satisfactory for accommodating the future growth of traffic volumes. Transport is investigating a westbound overtaking lane towards Remembrance Driveway to facilitate the movement of slower heavy vehicles up a sustained grade.
	What type of intersections are proposed for either end of the recommended corridor?	Transport is currently considering roundabouts at the intersections with Remembrance Driveway and at Picton Road.
	Move the corridor to eliminate impact on the Sydney Water Picton Farm.	Transport and Sydney Water are working collaboratively to minimise construction and operational impacts of the bypass to the Sydney Water Picton Farm.
<b>Recommended option</b>	The recommended option is not the best evacuation option.	<p>Following consultation with stakeholders, it has been assessed that it would be more likely to be safer to evacuate towards Sydney during a major bushfire. The nearest centres in the north of the study area are Campbelltown and Camden.</p> <p>Currently there is no direct access to Menangle Road from the significant population centres in Tahmoor and Thirlmere. The recommended corridor will give options to evacuating motorists to choose either the Hume Motorway or Menangle Road.</p>

Category	Feedback	Transport response
		<p>For further information, see Chapter 6 of the <i>Picton Bypass Strategic Corridor Options Report</i> at <a href="https://nswroads.work/pboptionsreport">https://nswroads.work/pboptionsreport</a></p>
	<p>The recommended option will create traffic congestion in some areas.</p>	<p>Transport has carried out traffic studies for four shortlisted corridor options. The studies have shown that the recommended corridor will best perform without any further upgrade of surrounding road network.</p> <p>For further information, see Chapters 5 and 6 of the <i>Picton Bypass Strategic Corridor Options Report</i> at <a href="https://nswroads.work/pboptionsreport">https://nswroads.work/pboptionsreport</a></p>
	<p>Concern with school drop-offs and pickups, as well as the effects of noise disturbance and air pollution on students due to the proposed bypass being within close proximity to Picton High School.</p>	<p>A bypass will redistribute the movement of traffic between Picton, Tahmoor, Thirlmere and beyond. This will include reducing movements along Remembrance Driveway from Tahmoor that currently have to pass the school to access the Victoria Bridge or town centre to get to Picton Road.</p> <p>The recommended corridor is located 500 metres south of Picton High School. Transport does not anticipate a future bypass impacting school pickups.</p> <p>Noise disturbance and air pollution are not expected beyond the acceptable tolerances. However, studies will be carried out during further development of this proposal.</p>

Category	Feedback	Transport response
		<p>For further information, see Chapter 4 of the <i>Picton Bypass Strategic Corridor Options Report</i> at <a href="https://nswroads.work/pboptionsreport">https://nswroads.work/pboptionsreport</a></p>
	<p>Request for further information on the traffic modelling, demonstrating the intent to future proof the road for safe and efficient evacuation.</p>	<p>Transport is using stakeholder feedback to guide how the bypass can be best designed to operate in the event of emergencies. Planning for the bypass involves coordination with emergency services providers to ensure the most effective operation of the network during normal operations and events, such as bushfires and floods.</p>
	<p>Will light vehicles be able to use the recommended corridor?</p>	<p>Yes, the proposed bypass will be designed and built for all vehicles with unrestricted access to the state road network.</p>
	<p>Council does not support any corridor option that dissects the Wilton Growth Area or further disconnects the existing community.</p>	<p>These comments are noted. The proposed corridor avoids both these outcomes as it is located north of the Wilton Growth Area. The bypass is expected to provide improved connectivity and less impact on existing communities.</p>
	<p>What other options have been considered?</p>	<p>A total of 18 strategic corridor options were initially identified that would connect Remembrance Driveway to Picton Road, allowing a future bypass of the Picton town centre. These options were evaluated against criteria covering the proposal objectives, engineering design and minimising environmental impacts, including impact on properties and shortlisted to four options.</p>

Category	Feedback	Transport response
		<p>These shortlisted options were further analysed by considering traffic modelling data, constructability and feasibility assessments, strategic cost estimates and stakeholder inputs by a team of subject matter experts.</p> <p>The shortlisted four options were peer reviewed by Transport by considering project objectives, connectivity, emergency evacuation opportunities, property impacts, constructability, capital cost, benefits and function as an alternative route to the Hume Motorway.</p> <p>For further information, see the <i>Picton Bypass Strategic Corridor Options Report</i> at <a href="https://nswroads.work/pboptionsreport">https://nswroads.work/pboptionsreport</a></p>
<p><b>Environmental impacts</b></p>	<p>None of the corridor proposals are adequate in improving the ecological diversity of communities, and ensuring the highest safety with bushfire risks and water quality in the entire riparian catchment regions.</p>	<p>Transport is committed to avoiding and minimising the impact of future projects on the environment.</p> <p>Planning for the bypass has considered bushfire risks and the project is assessed as providing additional evacuation options in the event of an emergency. Further development of the project will include detailed planning to ensure water quality is carefully managed during construction and operation of the corridor.</p> <p>As is normal for a proposal of this scale, Transport will carry out detailed environmental investigations as part of future development of the project. These field studies will be</p>

Category	Feedback	Transport response
		displayed for comment as part of an environmental impact assessment in the next phase of the project.
	Concerns that the Cumberland Plain Conservation Plan (CPCP) has not been considered, and recommends Transport directly liaises with DPIE to assess potential impacts and risks to biodiversity.	Transport has carried out further environmental studies in the recommended corridor, including analysing the latest information available for the CPCP. Transport will continue to work with DPIE as the project progresses.
	Species impact statements need to be prepared as significant impact on threatened species and/or ecological communities are likely to be found.	A number of studies arising from preliminary environmental investigations will need to be completed as part of future development of the project. Transport will continue to be guided by the expected planning approval pathway and key stakeholder feedback.
	Concern regarding the potential impact on the heritage significance of the tree lined driveway and other trees planted on Koorana Homestead at 2240 Remembrance Driveway, Picton.	Transport will make efforts to avoid or minimise the impact on the heritage significant tree line driveway and other trees planted on Koorana Homestead.
<b>Cultural heritage impacts</b>	Aboriginal heritage in the region may be underestimated.	Transport acknowledges the Aboriginal heritage in the study area and has carried out preliminary environmental investigations. Advice has also been sought from Land Council representatives as part of an archaeological survey in the recommended corridor.



Category	Feedback	Transport response
	Engage with the Tharawal Local Aboriginal Land Council, given the known and potential areas of high cultural significance on the northern and southern side of Stonequarry Creek.	The suggested engagement has been initiated, along with a specialist survey in the recommended corridor. Transport will continue to work with the Tharawal Local Aboriginal Land Council on this project.
<b>Property impacts</b>	Consult with impacted property owners.	Consultation has commenced with impacted property owners and we will continue to support them throughout the project.
	Concern with falling property value.	Transport recognises that there are many factors influencing the value of property. The proposed bypass will deliver improved exposure for some commercial properties.
	Co-existence between the Sydney Water Picton Farm and Picton Bypass are supported. It is advisable to ensure wastewater operations are not reduced.	Transport and Sydney Water are collaboratively working to identify the impacts on the water treatment plant and to eliminate or minimise any impacts.
	Suggest a buffer zone for the road corridor with adequate treatment and management of stormwater.	Transport will address these requirements in the development of the design.
	Request to accommodate recycled water and drinking water connections in the proposed bridge over Stonequarry Creek.	This suggestion will be investigated. Transport has a Licence Agreement (Form 867) to install a utility on the structures we own.
	Suggestion that Transport purchase other land along the proposed pipeline west of Picton to	This suggestion will be investigated and discussed between respective stakeholders.

Category	Feedback	Transport response
	replace Sydney Water land impacted by the new road.	
<b>Active transport</b>	Request a shared pedestrian cycle path is added to the recommended corridor. A dedicated off-road path is preferable.	Provision of off-road active transport infrastructure will be considered as part of the business case for the proposed bypass.
<b>Construction impacts</b>	The proposed corridor partially crosses the Wilton, Picton and Bargo Mine Subsidence Districts. Any surface development within these districts may require development approval by Subsidence Advisory NSW (SA NSW).	Transport is in consultation with SA NSW and will address all the subsidence advisory requirements in the development of the design.
<b>Construction tender</b>	Suggest the construction contract be offered to local business.	Transport will ensure the contractor is engaged in a commercially competitive manner in order to obtain value for money services.  Transport construction contracts include requirements and incentives to achieve policy objectives, including enhanced skills legacies, sustainability and the use of local suppliers.
	Incentive for building on time.	This suggestion is noted. The timeframe for construction of the project is not confirmed at this time.
<b>Road safety</b>	Install speed cameras on Picton Bypass.	Speed cameras are installed at locations that are identified as having a high crash risk, either through a known crash history or the potential for serious crashes.

Category	Feedback	Transport response
		<p>The project team is developing a design to meet contemporary standards and safety requirements. The emphasis in planning is to ensure the road is delivered to appropriate standards so all road users are safe and retrospective measures, such as permanent speed cameras, are avoided.</p>
<p><b>Picton Bypass Strategic Options Report</b></p>	<p>Concerns that an incorrect description of the Wilton Growth Area provided on page 13 of the Options Report may have an impact on the accuracy of the completed traffic modelling studies.</p>	<p>The growth area of Wilton was divided into six precincts and they were labelled Maldon, North Wilton, West Wilton, Wilton Town Centre, Bingara Gorge and South East Wilton (see Figure 1: Wilton Growth Area structure plan, <i>A Plan for the Wilton Growth Area</i>, DPIE, 8 August 2018).</p> <p>In the <i>Picton Bypass Strategic Options Report</i>, Maldon is referred to as a rural residential precinct and the remainder of the precincts are referred to the same as they in the DPIE report above.</p> <p>Traffic growth is based on the population growth in the precincts. The population growth is forecasted by considering historical data, DPIE and Wollondilly Shire Council data.</p>

#### 4.4 Table 3 – Community submissions not relating to the proposal and Transport responses

Category	Feedback	Transport response
<p><b>Other project work</b></p>	<p>What is the plan for Victoria Bridge?</p>	<p>Victoria Bridge over Stonequarry Creek at Picton is an Allan type timber truss bridge which has been assessed as being of State significance, and is listed on the New South Wales State Heritage Register. The Bridge’s Conservation Management Plan states it will be used for vehicular traffic. The continued usage of this bridge as a functioning crossing for vehicles and pedestrians is integral to its cultural significance.</p>
	<p>Keep Victoria Bridge as a pedestrian walkway only.</p>	<p>These comments are noted but not specifically addressed as it is outside the scope of this proposal. Where relevant, comments were passed to specific stakeholders for their information.</p>
	<p>Upgrade the intersections of Picton Road and Menangle Road.</p>	<p>These comments are noted but not specifically addressed as it is outside the scope of this proposal. Where relevant, comments were passed to specific stakeholders for their information.</p>
	<p>Build a rail corridor from Wollongong to the Western Sydney International Airport.</p>	<p>These comments are noted but not specifically addressed as it is outside the scope of this proposal. Where relevant, comments were passed to specific stakeholders for their information.</p>

Category	Feedback	Transport response
Speed links and enforcement	Reduce speed limits along Menangle Road.	This request has been submitted for consideration using the Safer Roads NSW portal at <a href="https://nswroads.work/saferroads">https://nswroads.work/saferroads</a>

## 5. Decision and next steps

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Transport appreciates the time taken to consider the proposal and we thank the community for providing their feedback during consultation.

We recognise the importance of progressing the proposed Picton Bypass as more vehicles travel between towns, such as Thirlmere, Tahmoor and the Illawarra region.

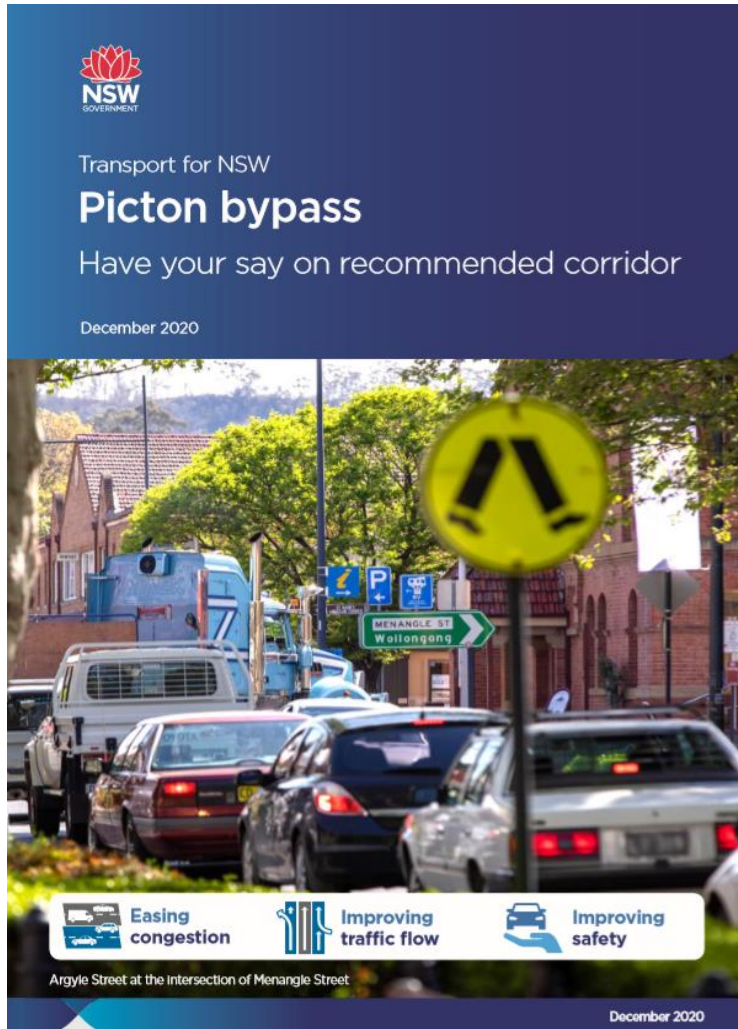
Reviewing community and road users' feedback has been an integral step in informing the corridor alignment, and better understanding the issues and opportunities in the area.

We will continue to work with the Wollondilly Shire Council and local stakeholders while progressing the proposal. The community will continue to be updated as the project progresses.

# 6. Appendices

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## 6.1 Appendix A – Project Update Have Your Say



## The NSW Government is planning a future bypass of Picton

### Background

The NSW Government has provided \$3m for Transport for NSW (TfNSW) to investigate potential options for a future bypass of Picton. A proposed bypass would provide an alternate route for heavy vehicles by linking Thirlmere and Tahmoor with the Hume Motorway via Picton Road.

### Key benefits

- reducing traffic congestion in Picton and improving amenity for the local community.
- providing an alternative and more direct route between Remembrance Driveway and the Hume Motorway, via Picton Road.
- improving safety and increasing journey reliability for road users.
- improved safety during emergency events such as bushfire and flood.

### Identification of the recommended corridor

After initial community consultation in 2018, we carried out preliminary investigations to identify key constraints and to develop strategic corridor options for the proposed bypass. We identified eighteen strategic corridor options to ease congestion and improve safety and amenity. These options were short listed down to four options based on preliminary environmental investigations, targeted stakeholder engagement and a traffic study.

A bypass corridor is now recommended after further consideration of environmental impacts, predicted transport benefits, community impacts, constructability, value for money and improving emergency access.

The recommended corridor:

- best meets the project objectives
- provides flexibility and capacity to accommodate planned growth
- delivers a good balance between addressing town centre congestion and saving time for road users in the area
- provides flexibility for future construction, with less impact on the town centre.

### Read our Strategic Corridor Options Report

A Strategic Corridor Options Report is now available for the proposal and we are seeking community feedback on the recommended corridor for the bypass.

The community consultation period will be open until **Monday 22 February 2021** and this update contains information on the proposal and how the community can get involved. Read the report to learn more about how we assessed corridor options on the project webpage [nswroads.work/pictonbypass](http://nswroads.work/pictonbypass)

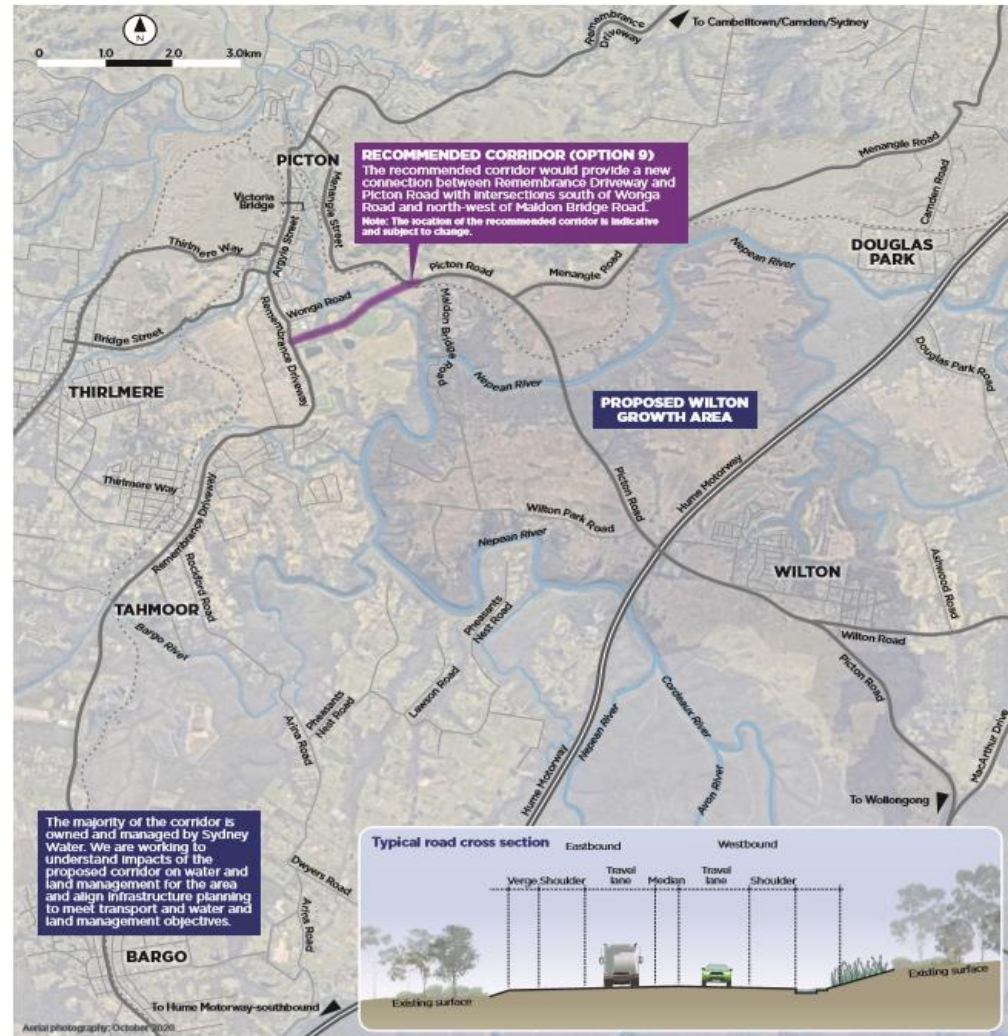
You can also read a copy of the report at **Wollondilly Library** at **42 Menangle Street, Picton** or **Wollondilly Shire Council** at **62 Menangle Street Picton** until **Monday 22 February 2021**.



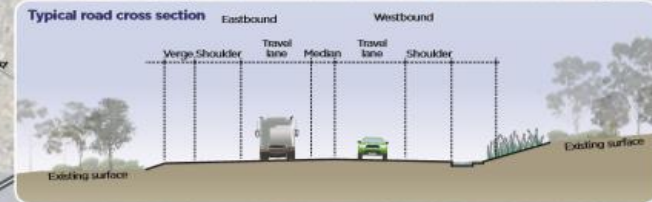
Traffic congestion and heavy vehicles on Argyle Street at Picton

[transport.nsw.gov.au](http://transport.nsw.gov.au)

## Picton Bypass - recommended corridor



The majority of the corridor is owned and managed by Sydney Water. We are working to understand impacts of the proposed corridor on water and land management for the area and align infrastructure planning to meet transport and water and land management objectives.



Picton bypass



We are seeking feedback on the recommended corridor for a bypass of Picton.

To provide feedback: Visit the project webpage at [nswroads.work/pictonbypass](http://nswroads.work/pictonbypass).

Alternatively, you can email us at [pictonbypass@transport.nsw.gov.au](mailto:pictonbypass@transport.nsw.gov.au)

Or send your feedback by post to Picton Bypass PO Box 973, Parramatta NSW 2150.

Feedback is welcome until **Monday 22 February 2021**.

**Have your say**

**Project progress**



\*Subject to project funding

**Online Community Information Session**

To ensure the health and safety of the community and our staff we will replace face to face community information sessions with an online information session on the NSW Roads Facebook page at [facebook.com/NSWRoads](https://facebook.com/NSWRoads) on **Monday 1 February 2021** from **4pm to 4:30pm**.

The online community information session is an opportunity to ask the project team questions and seek further information.

The session will be recorded and available online to view until consultation closes. If you are not able to join the live session or would like to submit your questions in advance, please email the team at [pictonbypass@transport.nsw.gov.au](mailto:pictonbypass@transport.nsw.gov.au) or call us on **1800 270 726**.

We welcome all your feedback by **Monday 22 February 2021**.

**Next steps**

After the consultation period, we will consider all feedback and develop a Consultation Report. The report will be published and available on the project webpage.

The feedback provided will help us decide the preferred corridor for a bypass of Picton. To subscribe to project updates, please visit the project webpage at [roads.work/pictonbypass](http://roads.work/pictonbypass). We will keep the community updated as we progress.

**Contact us:**

If you have questions about the project reach us on:

- 1800 270 726
- [pictonbypass@transport.nsw.gov.au](mailto:pictonbypass@transport.nsw.gov.au)
- [nswroads.work/pictonbypass](http://nswroads.work/pictonbypass)



This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Transport Projects on (02) 1800 270 726. The interpreter will then assist you with translation.

Privacy: Transport for NSW ("TfNSW") is subject to the Privacy and Personal Information Protection Act 1998 ("PPPI Act") which requires that we comply with the Information Privacy Principles set out in the PPPI Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise TfNSW will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by TfNSW at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

Pub No. 20.420

[transport.nsw.gov.au](http://transport.nsw.gov.au)

## 6.2 Appendix B – Social Media Post



**FEB**  
**1** Picton bypass Q&A  
Public · Live video by NSW Roads

Monday from 16:00-16:30  
Next Week [Edit](#)

Online with Facebook Live

No tickets [Add tickets](#)

The guest list will appear here when the event is published.

Description [Edit](#)

Join our Facebook LIVE session for Picton bypass. From 4pm, Monday 1 February 2021.