Proposed intersection improvements on Parker Street (The Northern Road) and Derby Street, Kingswood

Community Consultation Report

March 2016
Executive summary

This report provides a summary of the community consultation carried out by Roads and Maritime Services in November and December 2015 on a proposal for intersection improvements at Parker Street and Derby Street, Kingswood and to do up to 20 night shifts during an eight week period.

The NSW Government is funding this $1 million proposal as part of its $246 million Pinch Point Program, which aims to reduce traffic delays, manage congestion and improve travel times on Sydney’s major roads particularly during weekday peak periods. The proposal includes:

- Extending the northbound and southbound right turn bays on Parker Street
- Removing concrete in the centre median where the right turn bay is extended on the southern side of the intersection
- Removing up to 11 small trees from the median where the right turn bay is extended on the northern side of the intersection
- Adjusting the kerb line in the centre median where the right turn bays are extended
- Installing CCTV to monitor traffic
- Adjusting traffic light phasing
- Removing and replacing asphalting and line marking.

We distributed 2200 letters to the community in the local area and stakeholders inviting feedback.

We received 13 comments from nine people. Six comments were about parking, four were about the traffic lights, one was about design, one was about line marking and one was about removal of vegetation. No opposition to the proposal was expressed.

We will provide responses to all feedback through this report and directly to the nine people that made comments.

We would like to take this opportunity to thank everyone for considering our proposal and providing comments.

Roads and Maritime has reviewed all feedback and has decided to proceed with the proposed intersection improvements at Parker Street and Derby Street, Kingswood and to do a maximum of 20 night shifts during an eight week period.

Construction is expected to start in the second quarter of 2016 and we will keep the community updated as this project progresses.
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1. Introduction

1.1. Background

Parker Street is a six lane divided carriageway that links Penrith to Wallacia. The intersection of Parker Street and Derby Street is a four-way intersection with traffic lights and pedestrian crossings.

The intersection of Parker Street (also known as The Northern Road) and Derby Street has congestion, particularly during morning and afternoon peak periods. The right turn bays on Parker Street, turning into Derby Street, overflow and impact on the safety and capacity of the through movement of vehicles on Parker Street. This also contributes to lane change crashes that occur when drivers try to avoid queued vehicles blocking the through lane.

Roads and Maritime is proposing to improve the intersection of Parker Street and Derby Street to reduce traffic congestion, improve travel times and road safety.

1.2. The proposal

The NSW Government is funding this $1 million proposal as part of its $246 million Pinch Point Program, which aims to reduce traffic delays, manage congestion and improve travel times on Sydney’s major roads particularly during weekday peak periods.

Roads and Maritime is proposing to extend the northbound and southbound right turn bays on Parker Street at the intersection of Derby Street in Kingswood. This work would include working up to 20 nights during an eight week period. The objectives of the proposal are:

- Reducing congestion and improving traffic flow at the Parker Street and Derby Street intersection
- Increasing efficiency and safety at the Parker Street and Derby Street intersection
- Improving road safety by reducing the number of rear end and lane change crashes
- Providing safe queuing lanes for southbound and northbound vehicles turning right from Parker Street onto Derby Street
- Minimising the construction work impact on nearby residents by trying to complete the project as quickly as possible.

The proposal includes:

- Extending the northbound and southbound right turn bays on Parker Street
- Removing concrete in the centre median where the right turn bay is extended on the southern side of the intersection
- Removing up to 11 small trees from the median where the right turn bay is extended on the northern side of the intersection
- Adjusting the kerb line in the centre median where the right turn bays are extended
- Installing CCTV to monitor traffic
- Adjusting traffic light phasing
- Removing and replacing asphalting and line marking.
2. Consultation approach

2.1. Consultation objectives

We consulted with the community during November and December 2015 to:

- Seek comment, feedback, ideas and suggestions for us to consider when developing the proposal, including consultation outcomes into the environmental impact assessment known as the Review of Environmental Factors
- Build a database of interested and concerned community members with whom we can continue to engage during the proposal’s development.

2.2. How consultation was done

We sought feedback between 26 November 2015 and 11 December 2015. Community members and stakeholders were encouraged to provide their feedback and make comments via mail, email or phone contact with the project team. Our consultation tools included:

Table 1 – How consultation was done

<table>
<thead>
<tr>
<th>Method</th>
<th>Extent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have your say letter –</td>
<td>Delivered to 2200 residents and businesses in the Kingswood area (Appendix B – distribution area map). Direct emails were sent to local Members of Parliament in Penrith and Londonderry and to Penrith City Council, Nepean Hospital and other health care organisations, local transport, educational facilities, utilities and emergency services in the local area.</td>
</tr>
<tr>
<td>November 2015 (Appendix A)</td>
<td></td>
</tr>
<tr>
<td>Website</td>
<td>Details of the proposal were provided on the NSW Government’s community consultation website.</td>
</tr>
</tbody>
</table>
3. Consultation summary

3.1. Overview

Roads and Maritime received 13 comments from nine people. Six were about parking, four were about the traffic lights, one was about design, one about line markings and one about vegetation removal. Feedback was also sought on the proposed night work schedule and no concerns were raised about this aspect of the proposal.

Table 2 – Consultation overview

<table>
<thead>
<tr>
<th>Category</th>
<th>Matter raised</th>
<th>Roads and Maritime’s response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Too many cars are parking on Parker and Derby streets and obstruct driver’s visibility when approaching the intersection, driver visibility is also poor when pulling out of driveways.</td>
<td>Permanent changes to parking are not part of this proposal, however, Roads and Maritime will consider changes to parking as part of its long term planning for the area.</td>
</tr>
<tr>
<td>Parking</td>
<td>Parking in this area is difficult because of hospital visitors taking advantage of free on-street parking.</td>
<td>The objectives of this proposal are to improve intersection efficiency at Parker Street and Derby Street reducing congestion, improving travel times, and road safety.</td>
</tr>
<tr>
<td>Parking</td>
<td>Suggestion that all of Parker Street be a “No parking zone” on a permanent basis.</td>
<td>Roads and Maritime has forwarded your concerns to Council as they manage and monitor street parking in the area.</td>
</tr>
<tr>
<td>6 comments</td>
<td>This project is not proposing to permanently remove parking along Parker Street.</td>
<td>The No Parking Zones along Parker Street will be in place temporarily for the safety of workers and motorists during the during the construction period.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Roads and Maritime will monitor the situation following construction and consider permanent changes to parking in the area as part of its long term planning for the area.</td>
</tr>
<tr>
<td>Category</td>
<td>Matter raised</td>
<td>Roads and Maritime’s response</td>
</tr>
<tr>
<td>------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>Closure of parking on Parker Street will impact on nearby streets with parking spilling over to Rosedale Avenue.</td>
<td>This project is not proposing to permanently remove parking along Parker Street. The No Parking Zones along Parker Street will be in place temporarily for the safety of workers and motorists during the construction period. A Traffic Management Plan will be in place and Roads and Maritime will closely monitor the impact of our work during construction.</td>
</tr>
<tr>
<td></td>
<td>Suggest that Roads and Maritime remove the 15 minute parking spaces between the bus stop and Parker Street (westbound).</td>
<td>The objectives of this proposal are to improve intersection efficiency at Parker Street and Derby Street by reducing congestion, improving travel times, and road safety. Permanent changes to parking are not part of this proposal, however, Roads and Maritime will consider changes to parking as part of its long term planning for the area.</td>
</tr>
<tr>
<td></td>
<td>Can Parker Street parking restrictions be extended to the end of Stafford Street toward Bringelly Road on a permanent basis?</td>
<td>This project is not proposing to permanently remove parking along Parker Street. The No Parking Zones along Parker Street will be in place temporarily for the safety of workers and motorists during the construction period. Roads and Maritime will monitor the situation following construction and consider permanent changes to parking in the area as part of its long term planning for the area.</td>
</tr>
<tr>
<td>Traffic lights</td>
<td>Derby Street traffic lights require sequencing to allow for vehicles in both directions to safely turn right and left onto Parker Street or drive straight through.</td>
<td>This site is part of the Sydney Coordinate Adaptive Traffic System (SCATS), and the cycle length for traffic lights can vary based on vehicle and pedestrian demand and density factors at any particular time. It is also dependent upon traffic volumes and density at adjacent sites. Following the work, Roads and Maritime will monitor the intersection and consider any further improvements if they are required.</td>
</tr>
<tr>
<td>Category</td>
<td>Matter raised</td>
<td>Roads and Maritime’s response</td>
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<tr>
<td>--------------</td>
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</tr>
<tr>
<td><strong>Design</strong></td>
<td>Derby Street should be widened at the intersection to accommodate dedicated left turning lanes.</td>
<td>Improvements to the intersection will help to facilitate traffic flow. Widening of Derby Street to provide dedicated left turning lanes is outside the scope of this proposal.</td>
</tr>
<tr>
<td>1 comment</td>
<td></td>
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</tr>
<tr>
<td><strong>Line marking</strong></td>
<td>Clear line marking is needed at the intersection of Stafford Street and Jamison Road, and Stafford Street and The Northern Road (Parker Street).</td>
<td>Improvements to the intersections of Stafford Street and Jamison Road and Stafford Street and Parker Street are outside of the scope of this proposal.</td>
</tr>
<tr>
<td>1 comment</td>
<td></td>
<td>Roads and Maritime will investigate improvements to the intersection of Stafford Street and Parker Street as part of its long term planning for the area. Your suggestion for improvements at the intersection of Jamison Road and Stafford Street have been referred to Council for their consideration.</td>
</tr>
<tr>
<td><strong>Vegetation</strong></td>
<td>Suggestion that the 11 crepe myrtle trees to be removed from the median on Parker Street be relocated and replanted elsewhere in the street.</td>
<td>The 11 crepe myrtle trees were planted by Roads and Maritime as part of its road landscaping. Roads and Maritime is not proposing to relocate the crepe myrtle trees as they are neither indigenous to the local area nor a threatened species. In addition, it is expected that the trees would not survive if they were moved to another location. Roads and Maritime is preparing a Review of Environmental Factors to assess the environmental impacts of the proposal and outline measures to manage and mitigate these impacts.</td>
</tr>
<tr>
<td>1 comment</td>
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</tbody>
</table>
4. Decision

Roads and Maritime would like to thank everyone who took the time to consider our proposal and provide feedback.

We have considered the comments received and decided to proceed with the project and work schedule of up to 20 night shifts during an eight week period as proposed.

5. Next Steps

Roads and Maritime will finalise the detailed design and environmental assessment for this project. The community will be kept informed as the project progresses.
Have your say – Intersection improvements at Parker Street (The Northern Road) and Derby Street, Kingswood

The NSW Government is funding this $900,000 proposal to reduce congestion, improve travel times and road safety.

Roads and Maritime Services is seeking your feedback by Friday 11 December on a proposal to extend the northbound and southbound right turn bays on Parker Street into Derby Street and our proposed construction work schedule. The proposal would improve traffic flow and road safety. We have included a map to help explain the proposal. The work would include:

- Extending the northbound and southbound right turn bays on Parker Street
- Removing concrete in the centre median where the right turn bay is extended on the southern side of the intersection
- Removing up to 11 native shrubs where the right turn bay is extended on the northern side of the intersection
- Adjusting the kerb line in the centre median where the right turn bays are extended
- Installing CCTV to monitor traffic
- Adjusting traffic light phasing
- Removing and replacing asphalt and line marking.

During construction we are proposing to install a “No Parking Zone” on the northbound and southbound kerbside lanes of Parker Street between Derby and Stafford Street, and a “No Parking Zone” on the Parker Street southbound kerbside lane between Derby Street and Lethbridge Street. Two lanes in either direction will be in operation at all times and traffic control will be in place.

Proposed construction working hours

To minimise impacts to residents and road users, we propose to carry out this work during an eight week period, including working up to five nights a week between 8pm and 5am, excluding Saturdays and public holidays, weather permitting.

Noisy work will only take place between 8pm and 11pm with less noisy construction work between 11pm and 5am. We expect a maximum of 20 nights across the duration of work where noisier activities will be carried out. We have included a table to help better explain the types of equipment that will be used for certain activities.

<table>
<thead>
<tr>
<th>Noisier construction activities and equipment</th>
<th>Less noisy construction activities and equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saw cutting asphalt and concrete</td>
<td>Truck movements</td>
</tr>
<tr>
<td>Jackhammering</td>
<td>Loading excavated material</td>
</tr>
<tr>
<td>Breaking up concrete kerbing</td>
<td>Laying new concrete kerbing</td>
</tr>
<tr>
<td>Breaking up concrete median</td>
<td>Removing and replacing asphalt</td>
</tr>
</tbody>
</table>
How can you give feedback?

We encourage you to send us your comments by Friday 11 December to:

C/- DownerMouchel, Parker and Derby Street, Kingswood
PO Box 6465
North Ryde NSW 2113
Or Enquiries_nsw@downermouchel.com

We will carefully consider your feedback and continue to keep you updated as the proposal progresses.

Contact

If you have any questions, please contact our delivery partner DownerMouchel on 1800 332 660 or email Enquiries_nsw@downermouchel.com. For more information on our projects, visit rms.nsw.gov.au
Appendix B – Distribution Area