



PARRAMATTA LIGHT RAIL END STATE LOCAL ACCESS

COMMUNITY CONSULTATION REPORT

AUGUST 2021

Parramatta
Connect

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Executive summary

Parramatta Light Rail is a NSW Government major infrastructure project being delivered to serve a growing Sydney. Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta Central Business District and Camellia. Stage 1 is expected to be operational in 2023. Major infrastructure works have been underway since January 2020, including utilities relocations and track laid along the 12-kilometre rail alignment.

A proposal for the project end state local access arrangements was developed, and exhibited for community consultation in June 2021 to comply with the project Infrastructure Approval Condition E9. The proposal was informed by key stakeholder meetings, access surveys and extensive community engagement.

The community was formally invited to view the end state local access plans, provide feedback and ask questions through a variety of channels including the project website, community newsletters, community displays and social media. Some planned engagement activities were restricted by COVID-19 impacts.

Parramatta Connect received six submissions in response to the display of the proposed end state local access plans. The issues identified by the consultation were:

- Clarification of the local access plans
- Landscaping, fencing and maintenance
- Access to Horwood Place, Parramatta
- CBD access from O'Connell Street northbound between Albert Street and Factory Street
- Impacts of increased traffic at Caroline Street, Westmead.

The feedback received has been considered in the decision-making process, and responses to the feedback are contained in this report. No changes to the proposed end state local access arrangements are recommended in response to the feedback received.

In response to community interest expressed during the consultation, a map showing Active Transport Link access points will be developed and published on the project website.

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1. Proposal

1.1 Background

Parramatta Light Rail is one of the NSW Government's major infrastructure projects being delivered to serve a growing Sydney.

Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta Central Business District (CBD) and Camellia. Stage 1 is expected to be operational in 2023.

Stage 1 will create new communities, connect great places and help both local residents and visitors move around and explore what the region has to offer. The route will link Parramatta's CBD and train station to a number of key locations, including the Westmead Precinct, the Parramatta North Growth Centre, the new Western Sydney Stadium, the Camellia Town Centre, the new Powerhouse Museum and Riverside Theatre arts and cultural precinct, the private and social housing redevelopment at Telopea, the Rosehill Gardens Racecourse and the three Western Sydney University campuses.

The key features of Stage 1 include:

- A new dual track light rail network of approximately 12 kilometres in length, including approximately seven kilometres within the existing road corridor and approximately five kilometres within the existing Carlingford Line and Sandown Line, replacing current heavy rail services
- Sixteen stops that are fully accessible and integrated into the urban environment including a terminus stop at each end of Westmead and Carlingford
- High frequency 'turn-up-and-go' services operating seven days a week from 5am to 1am. Weekday services will operate approximately every 7.5 minutes in the peak period between 7am and 7pm
- Modern and comfortable air-conditioned light rail vehicles, nominally 45 metres long and driver-operated, each carrying up to 300 passengers.
- Intermodal interchanges with existing public transport services at Westmead terminus, Parramatta CBD and the Carlingford terminus
- Creation of two light rail and pedestrian zones (no general vehicle access) within the Parramatta CBD along Church Street (generally between Market Street and Macquarie Street) and along Macquarie Street (generally between Horwood Place and Smith Street)
- A Stabling and Maintenance Facility located in Camellia for light rail vehicles to be stabled, cleaned and maintained
- New bridge structures along the alignment including over James Ruse Drive and Clay Cliff Creek, Parramatta River (near the Cumberland Hospital), Kissing Point Road and Vineyard Creek, Rydalmere
- Alterations to the existing road network including line marking, additional traffic lanes and turning lanes, new traffic signals, and changes to traffic flows
- Relocation and protection of existing utilities

- Public domain and urban design work along the corridor and at Stop precincts
- Closure of the heavy rail line between Carlingford and Clyde
- Active transport corridors and additional urban design features along sections of the alignment and within Stop precincts
- Integration with the Opal Electronic Ticketing System (ETS)
- Real time information in light rail vehicles and at Stops via visual displays and audio.

An overview of Parramatta Light Rail Stage 1 route is shown in Figure 1-1.

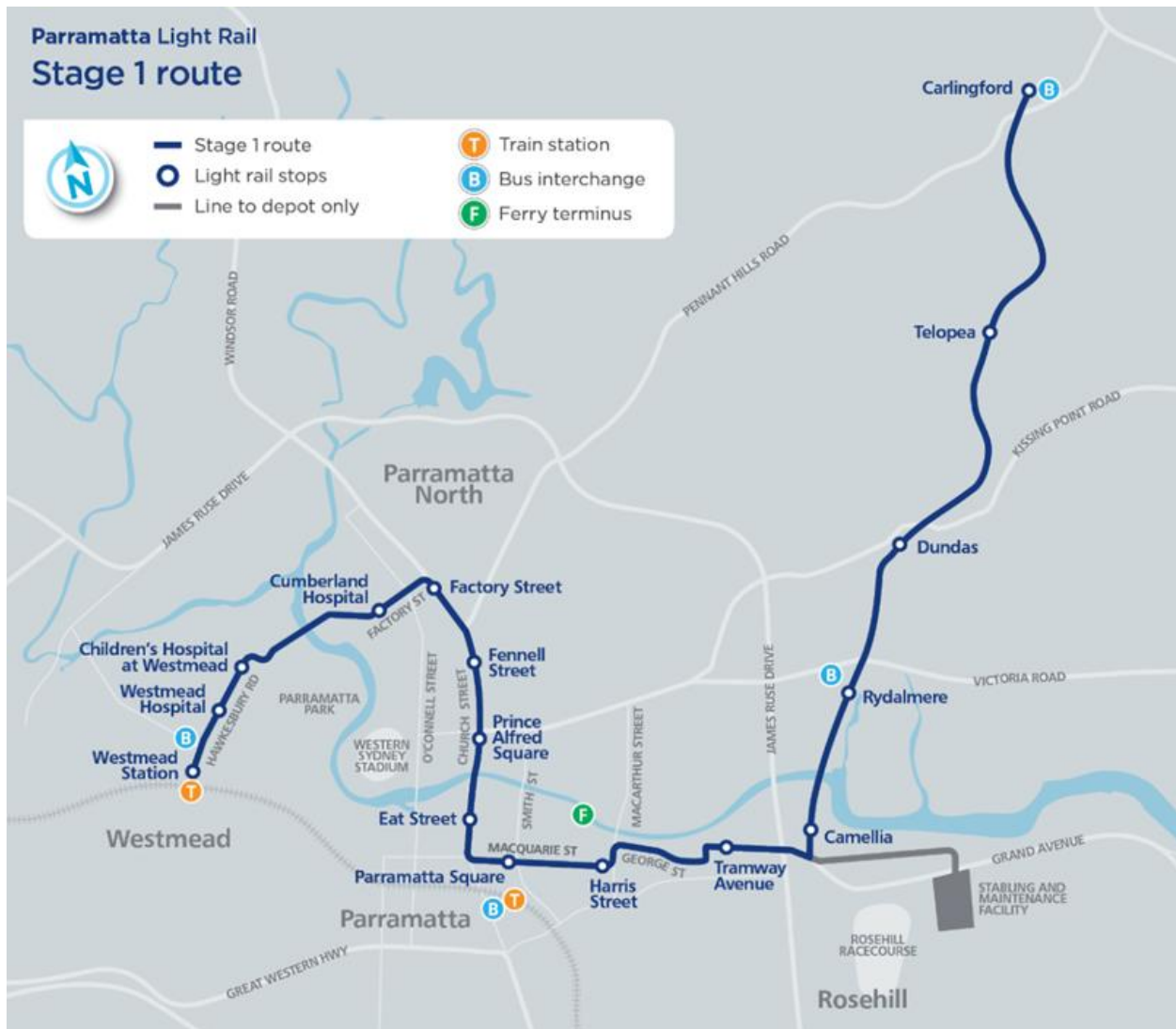


Figure 1-1 Parramatta Light Rail Stage 1 Route

Delivery of Stage 1 is achieved through the following five packages of work:

- **Enabling Works** (Package 1) – Local road network improvements including O’Connell Street and George Street (off-alignment)
- **Westmead Precinct Works** (Package 2) – Hawkesbury Road widening and demolition at Cumberland Hospital (east and west Campus)
- **Early Works** (Package 3) – Remediation of the Stabling and Maintenance (SaM) Facility

- **Infrastructure Works (Package 4)** – Design and construction of civil works, public domain and light rail infrastructure up to road level/top of rail and to the top of the concrete slab at stops, including provision of utility services (excluding high-voltage power supply and cabling for rail systems), and decommissioning of the T6 Carlingford Line)
- **Supply, Operate and Maintain Works (Package 5)** – Design and construction of the light rail systems, high-voltage power supply and stops above slab level, the supply of light rail vehicles, and the design and construction of the SaM Facility, including all light rail operations, customer service and asset management.

Parramatta Connect has been engaged to deliver the Infrastructure Works. The work packages, light rail stops, and precincts are depicted in **Figure 1-3**.

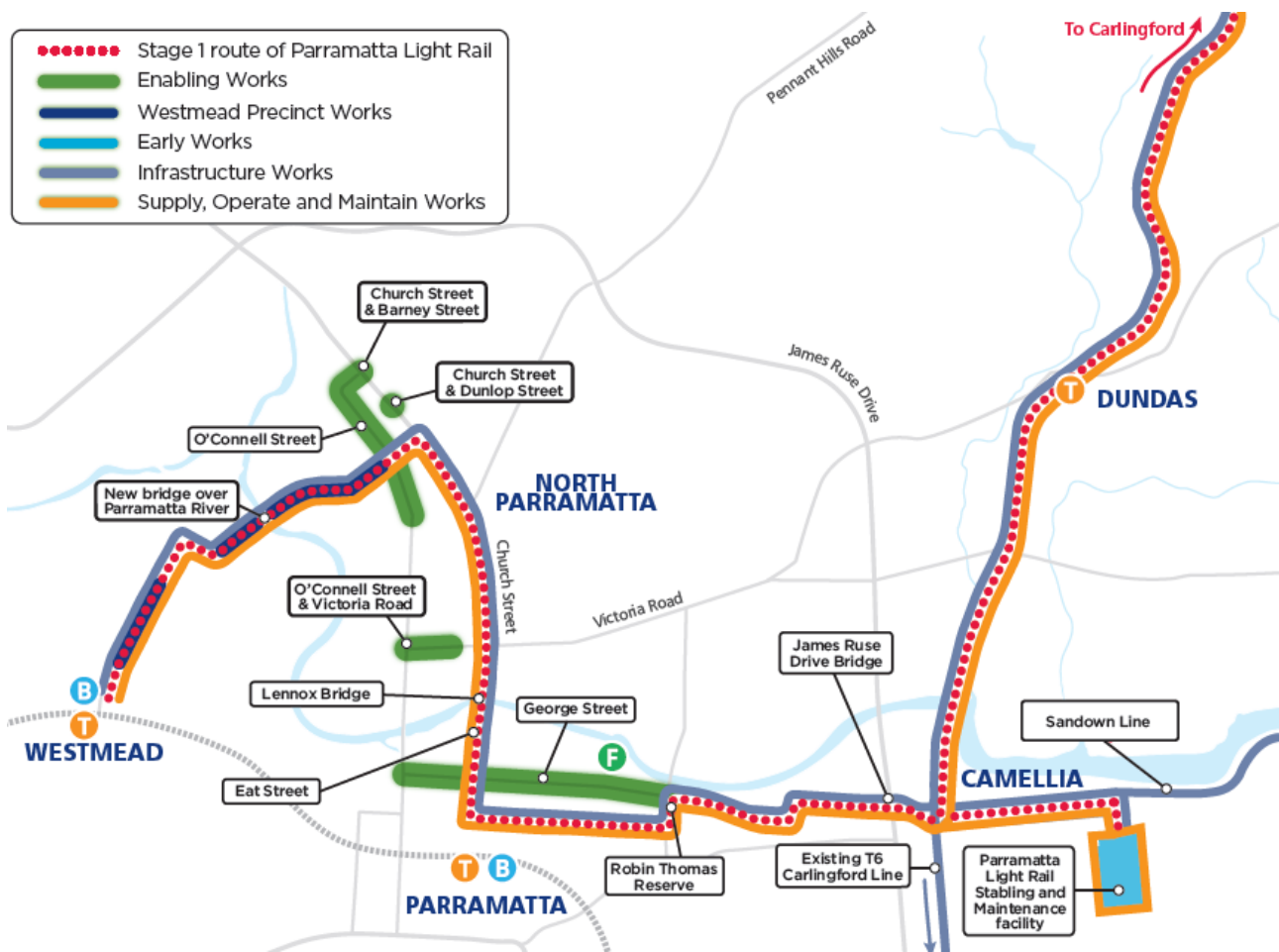


Figure 1-2 Parramatta Light Rail Stage 1 Delivery Strategy

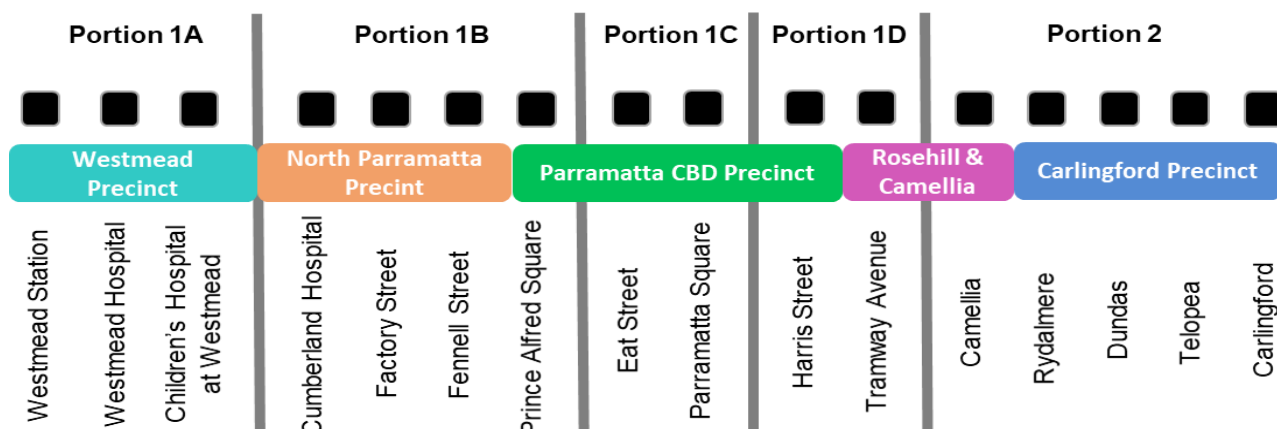


Figure 1-3 Infrastructure Works Portions, Precincts and Stations

The infrastructure planning approval, modifications and related environmental assessment documents for the Parramatta Light Rail project are located at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8285.

1.2 Report scope

This report is prepared to assist compliance with Condition E9 and Table 2 of the Infrastructure Approval. Condition E9 states:

Access plans must be prepared and implemented for individual properties and accesses that will be impacted by construction and operation of the CSSI. The access plans must be developed in consultation with affected parties (property owner and/or occupier, as relevant) and the Proponent must make reasonable endeavours to obtain agreement from the relevant affected parties, and evidence of consultation demonstrating this must be provided to the Secretary on request. The access plans must establish:

- road and access closures and provision of alternative routes;
- provision for pedestrian and cyclist access;
- special event strategies;
- provision of servicing and delivery requirements for loading zones and waste disposal;
- access periods or alternative access arrangements for businesses, landowners or tenants affected by the CSSI;
- strategies to maintain emergency and incident response access at all times;
- potential future access strategies for the Westmead Hospital and Westmead Railway Station; and
- access to taxi ranks and loading zones.



2. Consultation approach

2.1 Objectives

Major infrastructure works for the Parramatta Light Rail have been underway since January 2020, including utilities relocations and track laid along the 12-kilometre rail alignment. Community consultation is required to:

- inform the community and stakeholders of the proposed Parramatta Light Rail end state local access arrangements and how it might affect them
- identify stakeholders impacted by changes to local access arrangements
- provide an opportunity for the community and stakeholders to ask questions and provide feedback on their preferences
- seek comment, feedback, ideas and suggestions to be considered prior to approval and implementation of local access plans
- provide information on next steps.

2.2 Values

Parramatta Connect maximises participation and understanding, and endeavours to leave a positive legacy for the community by being:

- proactive – identifying and planning for possible community impact and opportunity in advance. Understanding and involving the right stakeholders in the process.
- respectful and responsive – listening and acknowledging stakeholder concerns and engaging in a manner that fosters mutual respect and trust.
- innovative – consistently seeking new ways of doing things, combined with the proven methods of communication such as newsletters, doorknocking and neighbourhood meetings.
- upfront, open and honest – providing clear and accurate information that responds to concerns, views and expectations. Using communication and consultative tools that match stakeholder needs with ‘no surprises’.
- focused on sustainable outcomes – looking for opportunities during community discussions, seeking mutually beneficial outcomes, sustainable outcomes, employment outcomes, and community legacy outcomes.

2.3 Methods

Parramatta Connect formally consulted the community on the proposed end state local access arrangements from Monday 31 May 2021. The end state [local access plans](#) were exhibited in sixteen separate maps spanning the 12-kilometre rail alignment.

See Appendix **A-1** for an example of an end state local access plan.

Community members were encouraged to provide feedback and ask questions of the project team by Wednesday 30 June 2021 via phone, email or post:

- 1800 139 389 24-hour community information line
- parramattalightrail@transport.nsw.gov.au
- Parramatta Light Rail, Level 10, 130 George St, Parramatta NSW 2150.

Website

Parramatta Connect published details of the consultation on end state access arrangements on the project website at www.parramattalightrail.nsw.gov.au/access. The end state local access webpage recorded 1400 pageviews.

The project website was the primary source of information, with most other methods of engagement designed to direct the community to the website, where local access plans could be enlarged to view design details in relation to properties, and to facilitate COVID-19 social distancing requirements.

See Appendix A-2 for the website consultation information.

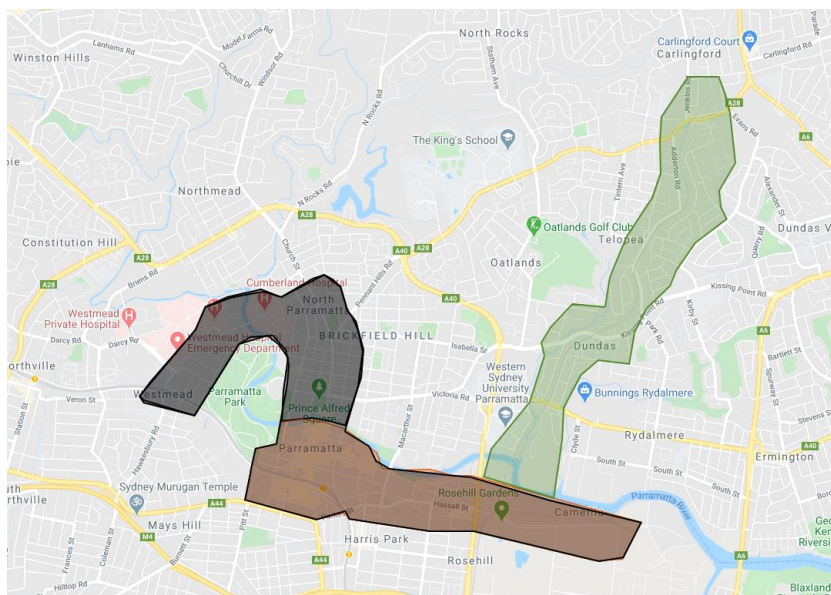
Community newsletters

Parramatta Connect distributes a community newsletter every two months to letterboxes of 18,500 properties within 150 metres of the 12-kilometre rail alignment. The newsletters distributed on 31 May 2021 provided the community with information on how to view and comment on the proposed end state local access arrangements on the website. The newsletters were also emailed to 7,150 stakeholders.

Website Ref	Date	Location	Area	Letterbox Delivery	Email Delivery
PLR IW 303	31 May 2021	Westmead, Cumberland, North Parramatta and Parramatta	1	5500	3242
PLR IW 304	31 May 2021	Parramatta CBD	2	8000	2466
PLR IW 305	31 May 2021	Carlingford to Camellia and Tramway Avenue, Parramatta	3	5000	1442
TOTAL				18,500	7,150

See Appendix A-2 for an example of a community newsletter.

The distribution zones for newsletters are shown below:





Database email

Parramatta Connect emailed the project database of 16,000 stakeholders on Tuesday 8 June 2021 to invite feedback on the proposal. The email provided links to the website for information on how to view and comment on the proposed end state local access arrangements.

See Appendix **A-4** for the email update.

Social media

An [update](#) was posted on the Parramatta Light Rail Facebook page on Friday 11 June 2021 with links to the website for information on how to view and comment on the proposal. The Parramatta Light Rail Facebook page has over 6,700 followers. The post achieved 2,904 reach and 373 engagements.

See Appendix **A-5** for the Facebook post.

Community display

The proposed end state local access plans were exhibited in hard copy format for community comment from Tuesday 1 June to Wednesday 30 June 2021 at the locations listed below:

- City of Parramatta Council Customer Contact Centre
- The Parramatta Heritage and Visitor Information Centre
- Dundas Library
- Carlingford Library
- Parramatta Library

Posters and screen displays were in place at the display locations to encourage community access to the website information.

See Appendix **A-6** for the community display.

Community events

A mobile display and information session was held at Parramatta's Centenary Square Farmers Market on Monday 31 May 2021, providing the community with opportunity to view and discuss the proposed local access plans.

Other community events planned for the consultation period were postponed or cancelled due to COVID-19 social distancing restrictions.

Newspaper advertising

Local newspaper advertising to raise awareness of the consultation was cancelled due to limited local newspaper circulation at the time of consultation, related to COVID-19 impacts.



2.4 Other consultation

Parramatta Connect has informally consulted stakeholders and the community on the proposed end state local access arrangements through a variety of engagement activities since construction commenced in January 2020.

Key stakeholder meetings

Parramatta Connect has coordinated regular meetings and briefings with key stakeholders including:

- Transport for NSW
- City of Parramatta Council
- Business Review Group
- Parramatta Chamber of Commerce
- Local developers
- Schools Infrastructure NSW
- Department of Education and Training
- Western Sydney Local Health District
- Health Administration Corporate
- The Children's Hospital at Westmead
- Western Sydney University
- Australian Turf Club

These meetings provide a platform for key stakeholders to provide feedback on the end state local access arrangements, and exchange information on concerns and preferences.

Access surveys

Parramatta Connect conducts regular consultation with property owners, residents and business operators along the alignment to collect information such as preferred workdays and hours, building access requirements, parking, delivery and waste collection arrangements.

Parramatta Connect has referred to collected data on property and business requirements to inform the proposed end state local access arrangements.

Community engagement

Parramatta Connect has engaged with the community on nearly 12,000 occasions since 1 January 2020. A total of 1,285 engagements related to end state design and/or local access plans. End state design information has been provided to interested stakeholders to ensure a 'no surprises' outcome.

Feedback from extensive community engagement since the start of construction has been considered in proposed end state local access arrangements where possible.



3. Feedback and outcomes of consultation

3.1 Submissions and responses

A total of six submissions were received during the consultation period. Submissions were received from:

- One resident each from Westmead, North Parramatta and Dundas
- ParraParents online community
- Walking Volunteers Inc
- University of New England, Parramatta.

The issues identified by the community were:

- Clarification of the local access plans
- Landscaping, fencing and maintenance
- Access to Horwood Place, Parramatta
- CBD access from O'Connell Street northbound between Albert Street and Factory Street
- Impacts of increased traffic in Caroline Street, Westmead.

Responses to feedback involved explanation and clarification of the local access plans and scope.

See Appendix **A-7** for submissions and responses.

3.2 Outcomes

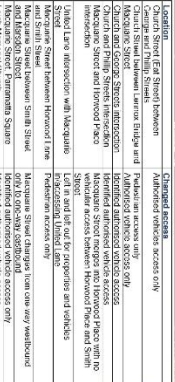
No changes to the end state local access plans are proposed as an outcome of the community consultation.

In response to interest expressed by the community during the consultation, a map showing Active Transport Link access points will be developed and published on the project website.

Parramatta Connect thanks the community for reviewing the proposal and providing their feedback.



Appendices



A-2 Website

Parramatta Light Rail

Projects & Progress - Maps - Latest Updates - Business - Community - Library

Parramatta Light Rail access changes

Major construction on the Parramatta Light Rail is underway, with tracks being laid across the 12 kilometre alignment. To allow for construction of the light rail, there has been some temporary changes to traffic and access in place. While this work continues, the team are planning for the permanent access changes when light rail is operational from 2023. We are seeking your feedback on the design of the end state access to help plan for the future of your local area. To view the traffic and access arrangements, choose the area of interest and click on the corresponding map number from the list below.

Parramatta Light Rail End state local access

1/3

Note design is subject to further consultation and development as the project progresses

1. Hawkesbury Road/Sailway Parade to Hawkesbury Road/Jessie Street, Westmead
2. Hawkesbury Road/Jessie Street, Westmead to Cumberland precinct
3. Cumberland precinct to Church Street/Pennant Hills Road, North Parramatta
4. Church Street/Pennant Hills Road to Lennox Bridge, Parramatta
5. Lennox Bridge to Macquarie Street/Smith Street, Parramatta
6. Macquarie Street/Smith Street to George Street/Burrows Street, Parramatta
7. George Street/Burrows Street to George Street/Alfred Street, Parramatta
8. George Street/Alfred Street, Parramatta to James Ruse Drive/Grand Avenue, Rosehill
9. James Ruse Drive/Grand Avenue, Rosehill to Camellia
10. James Ruse Drive/Grand Avenue, Rosehill to Western Sydney University, Parramatta
11. Western Sydney University, Parramatta to Dudley Street/Reserve Street, Rydalmere
12. Dudley Street/Reserve Street, Rydalmere to Kissing Point Road, Dundas
13. Kissing Point Road, Dundas to Adderton Road/Leamington Road, Telopea
14. Adderton Road/Leamington Road to Adderton Road, near Barrwinga Street, Telopea
15. Adderton Road, near Barrwinga Street, Telopea to Pennant Hills Road, Carlingford
16. Pennant Hills Road to Boundary Road, Carlingford

The maps can also be viewed at the following locations:

City of Parramatta Council Customer Contact Centre
Ground Floor, 126 Church Street Parramatta
Monday to Friday 9am-5pm

The Parramatta Heritage and Visitor Information Centre
348a Church Street, Parramatta
Monday to Sunday 10am-4pm (Closed from 1:30pm for lunch)

Dundas Library
21 Sturt Street, Dundas Valley
Monday, Tuesday, Wednesday and Friday 10am-5pm
Thursday 10am-5pm
Saturday 9:30am-12pm

Carlingford Library
Lloyds Avenue, Carlingford
Monday 10am-7pm
Tuesday to Friday 10am-5pm
Saturday 10am-1pm

Parramatta Library
1/3 Fitzwilliam Street, Parramatta
Monday to Friday 9:30am-5pm
Saturday 9:30am-4pm
Sunday 2pm-5pm

How can you give feedback?

Comments on the local access design are welcome by Wednesday 30 June 2021 by:

- calling 1800 138 388 24-hour community information line
- emailing parramattalighra@transport.nsw.gov.au
- mailing Parramatta Light Rail, Level 10, 130 George St, Parramatta NSW 2150

For specific access related queries including emergency access, waste collection, parking and loading zones, contact the project team on 1800 138 388 or email parramattalighra@transport.nsw.gov.au

Next steps

All feedback will be carefully considered and a summary of the issues raised will be published on this website. We will continue to keep you updated as the project progresses.

A-3 Example – Community newsletter

Parramatta Light Rail
Construction Update
Parramatta CBD – June to July 2021

COMMUNITY NOTIFICATION
31 May 2021 – PLR IW 304

The \$2.4 billion Parramatta Light Rail will connect Westmead to Catlingford via the Parramatta CBD and Camellia, transporting around 28,000 people every day to key destinations, new communities and essential services. It is expected to open in 2023.

Parramatta Connect has been engaged by Transport for NSW to complete this work.

Work schedule

Standard construction hours are 7am to 7pm, Monday to Friday and 7am to 6pm, Saturday and Sunday. Noise intensive work hours are 8am to 6pm, Monday to Friday and 8am to 1pm, Saturday. Most work is carried out during these hours. Working times and conditions are detailed in the project [Environment Protection Licence](#).

Conditions where work may be done outside standard construction hours are:

- Work is low noise generating – for example surveying, use of hand-held tools, deliveries and vehicle movements
- To mitigate risks of cracking and defects with large concrete pours
- Delivery of oversized plant or structures requiring special arrangements to transport on public roads
- Work carried out by utility authorities under separate environmental approvals and conditions
- To mitigate unacceptable risks to safety or traffic flow, or emergency work to prevent harm.

When work is required at night, noisy work will be carried out for a maximum of four nights in a seven-day period. Noisy work will be done as early in the night shift as possible. A detailed work schedule can be found at [parramattalightrail.nsw.gov.au/weekly-works](#).

'Eat Street' (Church Street between George and Palmer Streets) standard construction hours are 7am to 6pm, Monday to Sunday and public holidays. By agreement with the Parramatta Light Rail Business Reference Group, work outside standard hours on 'Eat Street' are limited to the hours of 12am to 8am.

Location	Activity
Church Street, Market to Macquarie Streets Parramatta River footpath Phillip Street, Freemason Arms to Phillip Lanes George Street, Freemason Arms Lane to Smith Street Market Street, Marsden to Church Streets Centenary Square Macquarie Street, O'Connell to Charles Streets	Check for traffic direction changes in these locations
Church Street, Market to Macquarie Streets Lennox Bridge and Parramatta River footpath/foreshore Phillip Street, Freemason Arms to Phillip Lanes George Street, Freemason Arms Lane to Smith Street Smith Street, George to Darcy Streets Charles Street, Hassall to Union Streets Macquarie and Harris Streets intersection Macquarie Street, O'Connell to Harris Streets Macquarie and Marsden Streets intersection Macquarie and O'Connell Streets intersection Harwood Place and United Lane Church and George Streets intersection	Check for temporary closures in these locations
Macquarie and Harris Streets intersection Macquarie Street, O'Connell to Harris Streets Macquarie and Marsden Streets intersection Macquarie and O'Connell Streets intersection Harwood Place and United Lane Church and George Streets intersection Closed from 7pm 25 June to 7am 12 July 2021 Macquarie and Harris Streets intersection Closed from 7pm 16 July to 7am 9 August 2021 George Street, Freemason Arms to Red Cow Lanes Closed from 7pm 25 June to 7am 12 July 2021	<ul style="list-style-type: none"> • Civil (surface) works including earthworks, low voltage electrical conduit works, drainage work, concreting, piling, drilling, excavation and landscaping • Utility works including investigation, installation and relocation (water, sewer, communications, gas, electricity, street lights) • Construction of track slab and rail installation • Removal and excavation of existing road • Services drainage installation • Concrete pours for track slab installation • Reinstating the roadway, footpath construction

For information about the Parramatta Light Rail project, visit [parramattalightrail.nsw.gov.au](#)
Email: [parramattalightrail@transport.nsw.gov.au](#) | Call: 1800 139 389

Parramatta Light Rail
Parramatta CBD June to July 2021

Church Street, Market to Macquarie Streets Macquarie Street, Church to Harris Streets George Street and Marsden Street intersection	<ul style="list-style-type: none"> • Construction of track slab and rail installation • Kerb and drainage modification works at Woolpack Hotel – this work is being undertaken by Diana Ward JV
Church, Phillip and George Streets intersection Macquarie, Smith, Charles and Harris Streets intersection Macquarie and Marsden Streets intersection Macquarie and O'Connell Streets intersection Harris and Hassall Streets intersection	<ul style="list-style-type: none"> • Civil works, including investigation works for traffic signal foundations, drainage and installation of service conduits
Macquarie Street, O'Connell to Harris Streets Weekend road closures 6pm Friday to 6am Monday Macquarie Street, O'Connell, Marsden, Charles and Smith Streets intersections Weekend traffic changes 6pm Friday to 6am Monday Macquarie Street, Smith to Harris Streets	<ul style="list-style-type: none"> • Utility works • Installation of new traffic arrangements and work sites • Drainage works and commissioning of new utilities • Construction of track, footpath and road pavements • Drainage installation
Barrack Lane Intermittent closures at night Queens Wharf Reserve Robin Thomas Reserve	<ul style="list-style-type: none"> • Commissioning of new utilities • Drainage installation, construction of new access road and restoration works • Robin Thomas Reserve playing fields reconfiguration works
Harris Street, Hassall to George Streets George Street, Harris to Arthur Streets George Street, Harris to Purchase Streets Nellie Parlane, George to Alfred Streets Alfred Street, Hassall Street to River Road West Tramway Avenue, Alfred to Arthur Streets Arthur Street, Tramway Avenue to Hassall Street	<ul style="list-style-type: none"> • Civil works (drainage, excavation, earthworks, concreting, utility conduits, footpaths, roads) • Vegetation removal including tree removal • Property adjustment and temporary driveway access changes • Work site establishment and traffic direction changes

Access

Pedestrian and traffic control is in place as needed to ensure the safe movement around the work zones. Traffic management includes temporary road, footpath or lane closures, traffic and pedestrian diversions, contraflows and the removal of parking within and around work zones. Businesses and residents are separately contacted if access to driveways and waste collection will be affected.

Plan ahead to check the latest on traffic, transport and events:

- For real-time traffic conditions visit [www.live2traffic.com](#), download the Live Traffic NSW app or call 132 701
- For public transport visit [transportnsw.info](#)
- For major events visit [transportnsw.info](#) and for local events visit [discoverparramatta.com](#)

Impacts

There are some noise, dust and vibration impacts associated with these works, which at times will be loud, continuous and disruptive. Some of the ways we manage this are by:

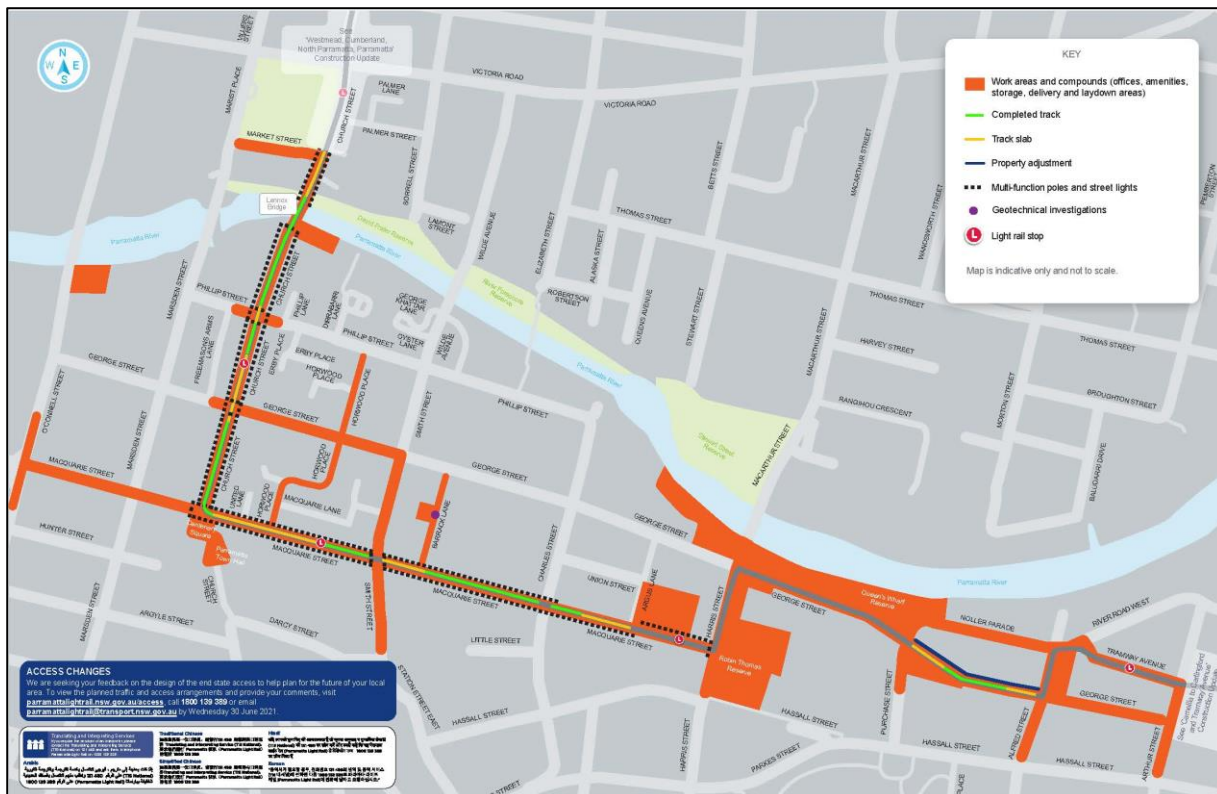
- Completing work during standard construction hours where possible
- Providing respite periods for any high noise activities, monitoring and reviewing noise levels
- Using noise blankets where possible and non-tonal reversing beepers
- Consulting with directly affected residents and businesses
- Using water carts to wet down areas as required
- Turning off equipment and vehicles when not in use.

Contact us

If you have any urgent enquiries or complaints during this work, please call our 24-hour Community Information Line on 1800 139 389. To find out more about the project or provide your feedback on impacts or working times, call 1800 139 389, email [parramattalightrail@transport.nsw.gov.au](#) or visit the Parramatta Light Rail website [parramattalightrail.nsw.gov.au](#).

Thank you for your understanding during this important work. We will continue to keep you updated as the project progresses.

For information about the Parramatta Light Rail project, visit [parramattalightrail.nsw.gov.au](#)
Email: [parramattalightrail@transport.nsw.gov.au](#) | Call: 1800 139 389



A-4 Database email

From: Parramatta Light Rail <ParramattaLightRail@transport.nsw.gov.au>
Sent: Tuesday, 8 June 2021 3:49 PM
To:
Subject: Parramatta Light Rail Infrastructure Works Update June 2021



Parramatta
Light Rail

Infrastructure Works Update

All the action from the Parramatta Light Rail Infrastructure Works team this month

HAVE YOUR SAY

To allow for construction of the Parramatta Light Rail, there has been temporary changes to traffic and access in place. While work continues, the team are planning for the permanent access changes when light rail is operational from 2023.

We are seeking your feedback on the design of the end state access to help plan for the future of your local area.

To view the planned traffic and access arrangements and provide your comments, visit parramattalightrail.gov.au/access, call 1800 139 389 or email parramattalightrail@transport.nsw.gov.au by Wednesday 30 June 2021.

For specific queries involving emergency access, waste collection, parking, loading zones or other access related issues, contact the project team on 1800 139 389 or email parramattalightrail@transport.nsw.gov.au.

More information


The Parramatta Light Rail project is committed to providing regular and frequent information to the community and local businesses. Project updates, maps and weekly work schedules are available on the Parramatta Light Rail website.

Remember to sign up to the Parramatta Light Rail updates and like our Facebook page for regular news on the project.

You can also call our 24-hour project hotline on 1800 139 389.

A-5 Community display

Parramatta Light Rail



Parramatta Light Rail access changes



Light rail will create new communities, connect great places and help both locals and visitors move around and explore what the region has to offer.

We are seeking your feedback on the design of the end state access to help plan for the future of your local area.


Ask at the desk to view the planned traffic and access arrangements, or:

- visit www.parramattalightrail.gov.au/access
- call 1800 139 389
- email parramattalightrail@transport.nsw.gov.au
- mail Parramatta Light Rail, Level 10, 130 George St, Parramatta NSW 2150


Comments on the local access design are welcome until **Wednesday 30 June 2021**.

parramattalightrail.nsw.gov.au
parramattalightrail@transport.nsw.gov.au
 1800 139 389



Parramatta Light Rail



Parramatta Light Rail access changes



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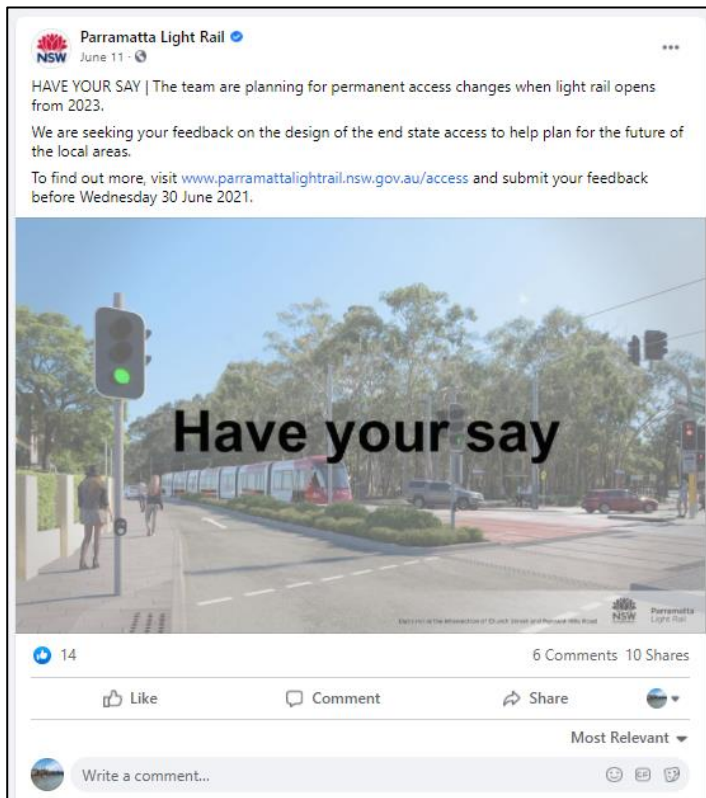
Comments on the local access design are welcome until **Wednesday 30 June 2021**.

parramattalightrail.nsw.gov.au
parramattalightrail@transport.nsw.gov.au
 1800 139 389



A-6 Facebook post



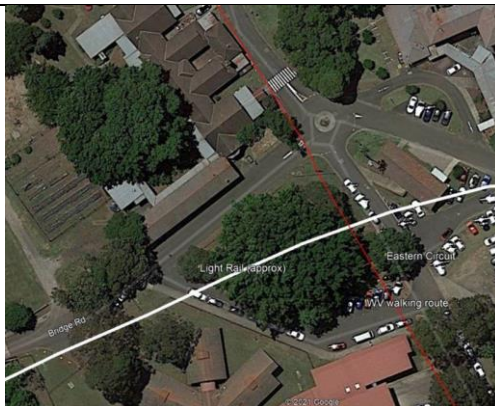


A-7 Submissions and responses

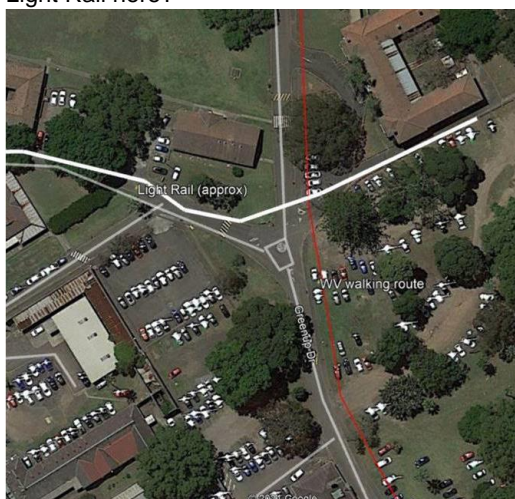
Name/ Date	Submission	Issue Type	Response
University of New England 211 Church St, Parramatta 31/5/21	<p>The Metro West has resumed properties bounded by Macquarie, Church, George and Smith street for an underground station. So traffic flow in and out of Horwood place is redundant due to this. Metro have indicated that Horwood place as a roadway is unlikely to be an operable public road. The Horwood place carpark is closing as of 30 September.</p> <p>The maps produced don't appear to have taken this key factor into consideration.</p> <p>What is the pathway to exit 211 Church St for an authorised vehicle? Exit through Horwood Place will not be possible. This has been advised previously to the Transport team.</p> <p>The map is almost unreadable due to the small font size used, the arrows heads and point of direction in orange are not clear, is this meant to mean authorised traffic flow?</p>	Access	Traffic flow into and out of Horwood Place will be maintained. Authorised vehicles entering 211 Church Street will turn left at the traffic lights at Church and George Streets and reverse into the car spaces at University of New England. To exit, authorised vehicles will turn right onto Church Street in a forward motion, left into Macquarie Street and left into Horwood Place.
		Plans	Local access plans are designed to be viewed in electronic format so individual features can be magnified. Orange arrows indicate authorised vehicle access only.
Resident, Westmead 1/6/21	<p>The maps indicate that a right hand turn from Hawkesbury Road into Queen, Jessie and Hainsworth Streets to access residential properties won't be possible, noting that Helen Street is closed off. This means cars will likely be turning right into Railway Parade or Caroline Street for access to these streets. The Westmead Hospital exit onto Hawkesbury Road will also likely see cars turning right into Caroline Street in order to exit Westmead</p> <p>Also, cars wanting to access Parramatta Park from Hawkesbury Road, will no longer be able to turn right into Queen Street which is the most direct route. Instead, these cars will be travelling down Railway Parade or Caroline Street.</p> <p>These road changes due to the PLR will increase the volume of traffic down Caroline Street. The increased traffic volume raises a number of concerns:</p> <ul style="list-style-type: none"> Increased traffic noise Safety of aged care residents (pedestrian traffic) who reside in the Uniting Care Aged Care Facility in Caroline Street. Difficulty exiting resident driveways i.e. increased wait time until there's a break in the traffic to turn into Caroline Street. 	Safety Noise Access	<p>The right-turn movements for Hawkesbury Road to Queens Road, and Hawkesbury Road to Jessie Street will be closed.</p> <p>The right-turn movement from Hawkesbury Road to Hainsworth Street remains open as a 40km/h road for vehicle access to Bridge Road, Hainsworth Street and The Children's Hospital.</p> <p>Westmead Hospital entrance 1 (opposite 37 Queens Road) allows vehicles to turn left onto Hawkesbury Road. One of two lanes is a dedicated right-turn to Caroline Street. The next right-turn movement is from Hawkesbury Road to Hainsworth Street.</p> <p>The Hawkesbury Road/Caroline Street intersection becomes a signalised intersection. This introduces new signalised pedestrian crossings on Caroline Street and Hawkesbury Road. Hawkesbury Road southbound will be free flowing. The light rail vehicle will also be operating. The signalised intersection will allow residents on Caroline Street to enter and exit their properties with reduced wait time and in a safer manner.</p> <p>Vehicles travelling northbound from Hawkesbury Road/Darcy Road intersection are discouraged from continuing northbound to Hainsworth</p>



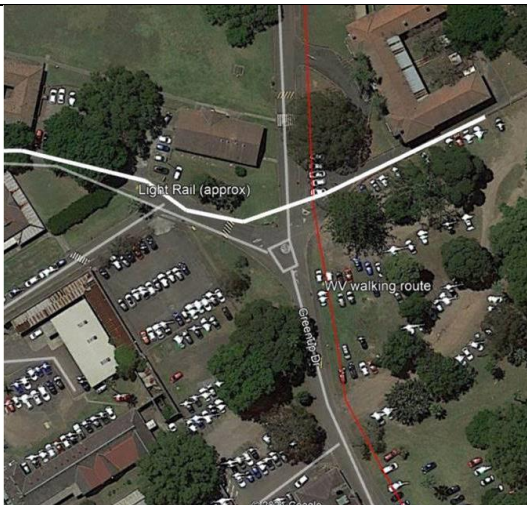
	Can PLR please advise what steps can be taken to reduce the increased traffic flow in Caroline Street.		Street due to the 40km/h high pedestrian activity zone. This is likely to lead to more vehicles turning right from Darcy Road to Hawkesbury Road southbound, thereby utilising Railway Parade instead of Caroline Street.
Walking Volunteers Inc. 7/6/21	<p>ACTIVE TRANSPORT LINKS Congratulations on the active transport links:-</p> <ul style="list-style-type: none"> From Hainsworth Street to the Eastern Circuit Cumberland Hospital including the pedestrian bridge/footpath over the river. From Tramway Avenue, Parramatta to Boundary Road, Carlingford. We are delighted to see that, at last, this active transport link provides direct access from the Western Sydney University, Parramatta to the Rydalmere stop. <p>As soon as these links are opened we will proof-walk them and incorporate as much as possible in our online, downloadable maps that have been accessed by over 600,000 walkers.</p> <p>We also congratulate you on the construction of the path for the Governor Phillip Walk underneath the new light rail bridge across the river at Parramatta North. We suggest that you include that as an active transport link as it was the original route of the Great West Walk which will return to this route when the bridge is completed.</p> <p>PEDESTRIAN CROSSINGS However, we suggest that the maps could be more explicit on where walkers will be able to cross the Light rail line. Areas that are of particular interest to us are:-</p> <p>1. Intersection of Eastern Circuit and Bridge Road, Cumberland Hospital (PLR Access Map 2). Red line is the Walking Volunteers Parramatta Historical Loop. Can walkers cross the Light Rail here?</p>	Plans Access	<p>The Active Transport Link (ATL) is shown on plans 2 and 7 to 16, as indicated by the legend. For ATL connection points, refer to Appendix C of the Pedestrian and Cyclist Management Strategy at www.parramattalightrail.nsw.gov.au/walking-and-bike-riding.</p> <p>End state local access plans only incorporate works within the project boundary. Access to Governor Phillip Walk underneath the rail bridge in Cumberland West is not permanently impacted by the project.</p> <p>Pedestrian access across tracks:</p> <ul style="list-style-type: none"> Eastern Circuit/Bridge Road intersection, Cumberland Hospital – Pedestrians can cross the light rail at this location. There is a pedestrian crossing across all four legs of the intersection of the light rail track and Warrinya Avenue Eastern Circuit/Greenup Drive intersection, Cumberland Hospital – Yes. There is no ATL at this location. However, there is a pedestrian crossing just west of the Eastern Circuit/Greenup Drive intersection. Pedestrians may cross the tracks at any point with care. West of New Street, Cumberland Hospital – Yes. There is no ATL at this location. However, there is a pedestrian crossing between Cumberland Hospital Stop and the New Street/Factory Street/Fleet Street intersection. Pedestrians may cross the tracks at any point with care.
		Landscaping	<p>Trees have been planted where feasible. Safety clearance to track, soil conditions, slope, the width available between the Active Transport Link (ATL) and the property boundary, the clearance to overhead wiring and property requirements are factors that govern tree planting locations.</p> <p>Trees can't be planted on the western side of the track between the ATL and the track, due to safety concerns (driver line of sight) for:</p> <ul style="list-style-type: none"> Victoria Road to Calder Road Kissing Point Road and Telopea Stop. <p>Trees have been planted on the eastern side of the ATL between the ATL and property boundaries, providing shade to ATL users and privacy to property owners.</p>



2. Intersection of Eastern Circuit and Greenup Drive, Cumberland Hospital (PLR Access Map 3). The PLR map shows tree-planting on the southern side of this intersection so we presume the existing road will be closed south of the Light Rail route. Will walkers be able to cross the Light Rail here?



3. Intersection of Light Rail and New Street. The maps seems to indicate a tram only corridor east of the Cumberland Hospital stop. Does this mean that pedestrian walking along New Street cannot cross the Light Rail tracks here?



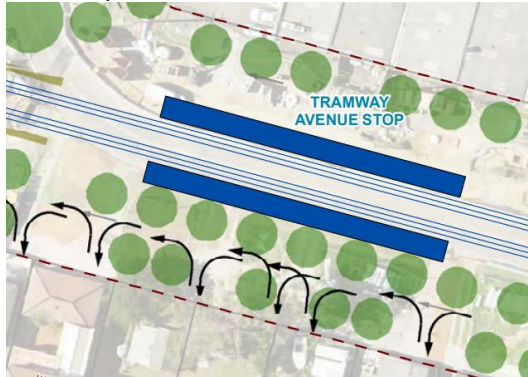
ACCESS TO/FROM THE CARLINGFORD ACTIVE TRANSPORT LINK

We also suggest that the access maps should show where the active transport links from Tramway Avenue to Carlingford may be accessed by walkers and cyclists from adjacent street or parks. For example, where can walkers access the active transport link between Victoria Road and Reserve Street, Rydalmere?


TREE PLANTING ON THE ACTIVE TRANSPORT LINKS

Tree planting along the Hainsworth Street- Cumberland Hospital link is excellent as the focus has been on planting on the northern side of the path so that walkers & cyclists are provided with welcome shade in the warmer months of the year.

However, more tree planting is needed on the western side of the Active Transport Link between Victoria Road and Telopea Station. The golden rule for tree-planting on paths in Western Sydney is for trees to be planted on both sides of any path and, where that is not possible, they should be planted on the northern side of any east-west path (shade all day) and on the western side of any north-south path as the afternoon sun is a lot worse than the morning sun (heat has had time to build up). If the path routing doesn't allow large trees then smaller trees or shrubs with a wide crown and clear trunks should be used. We also suggest that trees be planted as close to the path as practicable so that they provide shade as soon as possible after planting.

<p>ParraParents 8/6/21</p>	<p>I've just been looking over the local access maps showing how traffic and access is being proposed to work once the light rail is open. I'm keen to share this information to the 25,000+ ParraParents community but at the moment it's not clear from the maps where it's proposed that people will be able to access the transport link - unless I am missing something. Is it possible to mark these on the maps?</p> <p>It would also be helpful to have the stations more clearly marked (even if the names are still to be decided) just so people know where they can access the light rail from - they aren't listed in the legend.</p>	<p>Plans</p>	<p>The Active Transport Link (ATL) is shown on plans 2 and 7 to 16, as indicated by the legend. For ATL connection points, refer to Appendix C of the Pedestrian and Cyclist Management Strategy at www.parramattalightrail.nsw.gov.au/walking-and-bike-riding</p> <p>The local access maps show the light rail stops as dark blue rectangles, indicating platforms. Current stop names are shown in blue text. See the example below.</p> 
<p>Resident, Dundas 11/6/21</p>	<p>I have reviewed the maps and would like some clarification of the removal of access from the rear of properties on Rippon Ave.</p> <p>Will there be a fence between our boundary fence and the light rail tracks?</p> <p>Will there be any vegetation planted along our boundary fence? Will that vegetation be maintained and the new drain kept clear?</p> <p>If there is no 2nd fence, can you confirm what will happen to existing gates and fences to ensure children cannot access the tracks? Our existing fence is now too low with the increased height of the tracks - will TfNSW provide a new fence or assist in raising the height of our fence?</p> <p>Also can you confirm what access there will be to the ATL at Anna Maria King Park/Reserve Street.</p>	<p>Fencing Maintenance Landscaping</p>	<p>The existing property fence is to be retained. Hydromulch will be placed between the light rail and the property that will support shrubs that grow to between 2 and 3 metres high. A drainage channel will be constructed between the vegetation and the track. There is no change in level at the property boundary, so fence height will not be impacted. Low maintenance vegetation will be planted. The Parramatta Light Rail operator will maintain the rail corridor, including vegetation and drainage.</p>
<p>Resident, North Parramatta 15/6/21</p>	<p>For residents living on O'Connell St between Factory and Albert Sts who need to head towards the CBD and can only turn left out of our driveway, it would save us lots of time to be able to turn left into Factory St, right into New St, come up Dunlop St and turn right into O'Connell St. Other than residents of those streets, we would most likely be the only people needing to do this. If we have to turn left from Factory into Fleet St then into Fennell Street, there is no way we can turn right from Fennell St onto O'Connell St during peak hour. People try to do that now and its very</p>	<p>Access</p>	<p>Right turns across the light rail track are not permitted in most locations to minimise delay in light rail vehicle travel times and to reduce the risk of conflict between motor vehicles and light rail vehicles.</p> <p>The signalisation of the Factory Street/O'Connell Street intersection and Factory Street/Fleet Street/New Street intersection will result in a more controlled traffic environment with less congestion and better traffic flow out of local streets.</p>



	<p>dangerous with 4 lanes of traffic and cars bumper to bumper. Its now also diffucult to make that right hand turn from Fennell onto O'Connell St on the weekend - thats how busy O'Connell St has become. Residents of O'Connell St have been inconvenienced alot because of the light rail; I hope you will do something positive to make our travel a bit more straight forward and time efficient.</p>	<p>Motorists preferring not to turn right from Fennell Street onto O'Connell Street southbound can take the following alternative route: Turn left onto O'Connell Street northbound, right onto Albert Street, right onto Trott Street, right onto Harold Street and left onto O'Connell Street southbound.</p> 
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