

Roydon Ng
PO BOX 470
Lidcombe NSW 1825
0426500330
roydon@restoreinnerwestline.org.au



29 January 2021

Transport for NSW
Roads and Maritime
Hill Road Upgrade
hill.road@rms.nsw.gov.au

Dear Transport for NSW:

Thank you for the opportunity to provide comment regarding the Hill Road Upgrade project. The proposed upgrade of Hill Road is a long-overdue project in the Sydney Olympic Park precinct and suburb of Lidcombe.

The growing population of Cumberland LGA, Parramatta LGA such as the future Carter Street Precinct as well as the Olympic Peninsula suburbs of Wentworth Point and Newington raises the need for additional infrastructure as matter of urgency.

Existing public transport services (Sydney Trains, Bus, Ferry, On-Demand), the future Parramatta Light Rail (Stage 2), and active transport connections must be supported as a key focus of improving access throughout the Sydney Olympic Park precinct.

While enhancements to roads especially to improve safety and reduce traffic congestion are necessary, it would be a serious mistake to rely on WestConnex or even the new Sydney Metro West project to alleviate the need for improvements to existing public transport services.

The Hill Road Upgrade project should include dedicated cycleway or bicycle lane from Bombay Street to John Ian Wing Parade and Old Hill Link Road. Better active transport connections between Lidcombe and Olympic Park peninsular are needed and would also improve the local environment by encouraging alternatives to driving for short journeys.

The Hill Road Upgrade project should include enhancements to traffic signals at the Bombay Street intersection with Parramatta Road and John Ian Wing Parade intersection with Hill Road through the addition of a Bus Signal. Both intersections should be designed to allow for bus priority to ensure on-time running of services is maintained and to reduce the late-running of services currently caused by the Bombay Street intersection with Parramatta Road.

Transport for NSW should also inform the community as a matter of urgency about the changes to 401 Bus route which will be impacted by the removal of the right turn from Hill Road into Carter Street. With the widening of Hill Road and improvements to traffic signals (bus priority),

Transport for NSW should also consider providing direct bus services from Lidcombe to Olympic Park Wharf with journey times of approximately 15 minutes.

Improving public transport connectivity to Lidcombe Station is critical as Lidcombe is a major interchange providing a greater level and range of services (including diversity of destinations) compared to Olympic Park Station (even when incorporating future Metro and light rail projects).

The NSW Government's announcement to restore the former Inner West Line's City to Liverpool via Regents Park train service in 2024 is an encouraging step to improving public transport in the area which should be followed by the reinstatement of the regular direct train service between Olympic Park and Central Station.

A holistic transport plan for the Sydney Olympic Park and Carter Street Precinct must also include the reconstruction of Pippita railway station near the P4 Hockey Centre carpark and expansion of the Parramatta Light Rail network.

Transport for NSW is also encouraged to work with Cumberland Council, Parramatta City Council, Strathfield Council, and the Sydney Olympic Park Authority to improve traffic flows at all intersections along Parramatta Road throughout the respective LGAs and at the Australia Avenue/Underwood Road roundabout in Homebush.

Please do not hesitate to contact me for more information regarding this submission. We look forward to receiving updates on the progress of the Hill Road Upgrade and future transport projects in the vicinity.

Kind Regards



Roydon Ng
Convenor
Restore Inner West Line community action group
www.RestoreInnerWestLine.org.au