PENNANT HILLS ROAD AND
MARSDEN ROAD,
CARLINGFORD
INTERSECTION UPGRADE

Community Consultation Report

March 2015

Roads and Maritime Services 15.088
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Executive summary

Roads and Maritime Services is proposing to upgrade the intersection of Pennant Hills Road and Marsden Road, Carlingford to reduce congestion and improve road safety.

The proposal is part of the NSW Government’s $246 million Pinch Point Program which aims to reduce delays, manage congestion and maintain travel times on Sydney’s main roads, particularly during weekday peak periods.

The proposal includes:

- Extending the two right turn lanes from Pennant Hills Road northbound into Marsden Road
- Extending the two right turn lanes from Pennant Hills Road northbound into Carlingford Road
- Providing a new dedicated left turn lane from Marsden Road westbound onto Pennant Hills Road
- Providing a new southbound bus lane on Pennant Hills Road, south of Marsden Road
- Realigning the southbound lanes on Pennant Hills Road.

Roads and Maritime invited the community and stakeholders to provide feedback on the proposal in February and March 2014 with comments accepted until 21 March 2014.

We received feedback from 20 people and organisations. Comments included:

- Questions about the movement of traffic through the upgraded intersections
- Request for further extensions to existing and proposed turning lanes
- Concerns with the existing intersection at Pennant Hills Road and Post Office Street
- Concerns about pedestrian routes
- Concerns about construction noise
- Matters about the local road network outside the scope of this proposal.

Roads and Maritime has considered feedback and has decided to proceed with the proposed upgrades. As a result of the consultation with the community, we will install additional signage along Pennant Hills Road on approach to the intersection.

We would like to thank everyone who took the time to review the proposal and provide feedback. We will continue to keep the community and stakeholders updated as work progresses.
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1.0 INTRODUCTION

1.1 Background

Pennant Hills Road and Marsden Road, Carlingford are important urban arterial roads connecting Victoria Road and Cumberland Highway to the south and the Pacific Highway and M2 Motorway to the north. Pennant Hills Road provides the primary access through the Parramatta, Hills and Hornsby local government areas.

During the morning peak period, northbound vehicles on Pennant Hills Road turning right into Marsden Road and Carlingford Road queue out of the right turn lane, blocking through lanes and increasing the risk of crashes.

Vehicles turning right from Marsden Road into Pennant Hills Road block the left turn slip lane, causing long queues and delays on Marsden Road at all times of the day.

1.2 The proposal

Roads and Maritime is proposing to upgrade the intersection of Pennant Hills Roads and Marsden Road to reduce congestion and improve safety for road users.

The proposal is part of the NSW Government’s $246 million Pinch Point Program which aims to reduce delays, manage congestion and maintain travel times on Sydney’s main roads particularly during weekday peak periods.

The key features of the proposal include:

- Extending the two right turn lanes from Pennant Hills Road northbound into Marsden Road
- Extending the two right turn lanes from Pennant Hills Road northbound into Carlingford Road
- Providing a new dedicated left turn lane from Marsden Road westbound onto Pennant Hills Road
- Providing a new southbound bus lane on Pennant Hills Road, south of Marsden Road
- Realigning the southbound lanes on Pennant Hills Road.

We have provided a diagram to help explain the proposal (Appendix A).
2.0 CONSULTATION APPROACH

2.1 Consultation objectives

We consulted with the community and stakeholders on the preliminary concept design to:

- Seek comment, feedback, ideas, and suggestions for Roads and Maritime to consider in developing the proposal
- Build a database of interested community members who Roads and Maritime could continue to engage during the development of the proposal.

2.2 How consultation was done

Consultation for the proposal was carried out in February and March 2014, with comments invited until 21 March 2014. The community and stakeholders were encouraged to provide feedback via email, mail or phone.

The following table outlines the communication tools and activities used to inform the community about the proposal.

<table>
<thead>
<tr>
<th>Community update (Appendix B)</th>
<th>About 730 community updates were delivered to residents (see Appendix C for distributed map)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>About 100 community updates were delivered to businesses in the Carlingford Court Shopping Centre</td>
</tr>
<tr>
<td></td>
<td>About 30 community updates were delivered to businesses in the Carlingford Village Shopping Centre</td>
</tr>
<tr>
<td></td>
<td>Key stakeholders were emailed an electronic copy of the community update</td>
</tr>
<tr>
<td>Newspaper advertisements (Appendix D)</td>
<td>Hills News – 18 February and 11 March 2014</td>
</tr>
<tr>
<td></td>
<td>Parramatta Sun – 20 February and 13 March 2014</td>
</tr>
<tr>
<td></td>
<td>Hill Shire District Times – 18 February and 11 March 2014</td>
</tr>
<tr>
<td></td>
<td>Parramatta Advertiser – 19 February and 12 March 2014</td>
</tr>
<tr>
<td></td>
<td>Northern District Times – 19 February and 12 March 2014</td>
</tr>
<tr>
<td>Door knock of residents and businesses</td>
<td>Businesses along Pennant Hills Road between Marsden Road and Carlingford Road</td>
</tr>
<tr>
<td></td>
<td>Centre management at Carlingford Court Shopping Centre and the Carlingford Village Shopping Centre</td>
</tr>
<tr>
<td></td>
<td>Properties on Pennant Hills Road and Marsden Road</td>
</tr>
</tbody>
</table>
3.0 CONSULTATION SUMMARY

3.1 Overview

Roads and Maritime received feedback from 19 people and Hornsby Shire Council. Comments from nine people were in full support of the proposal. Overall, people supported the proposal, but some people suggested further improvements.

3.2 Feedback summary and Roads and Maritime’s response

<table>
<thead>
<tr>
<th>Category</th>
<th>Comment</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic and access</td>
<td>The length of the right turn lanes needs to be extended further south to at least Janell Crescent.</td>
<td>Roads and Maritime carried out traffic inspections and from these identified that on average about three to four vehicles queue out of the existing right turn lanes on Pennant Hills Road northbound at the intersection during peak periods. Based on data from traffic modelling, the proposed extension of the right turn lanes by 40 metres would be adequate to accommodate the existing right turn queuing vehicles. Combined with the other proposed improvements including the dedicated left turn lane on Marsden Road onto Pennant Hills Road, the overall performance of this intersection would be improved.</td>
</tr>
<tr>
<td>Right turn lanes from Pennant Hills Road into Marsden Road</td>
<td>Two comments</td>
<td></td>
</tr>
</tbody>
</table>
| Traffic and access                    | A concrete barrier needs to be provided between the southbound and northbound lanes on Pennant Hills Road. | A concrete barrier between opposing traffic on Pennant Hills Road is not considered necessary because:  
- There is an existing raised concrete median separating the northbound and southbound traffic flows on Pennant Hills Road between south of Marsden Road and north of Carlingford Road  
- A review of the crash history on Pennant Hills Road between Carlingford Road and Evans Road identified only one head on crash between July 2008 and June 2013.  
To install a concrete barrier we would need to widen the road corridor to maintain lane widths - further widening would potentially require property acquisition and relocation of utilities. These impacts are not justified given the low head-on crash history in this location. |
<p>| Through lanes on Pennant Hills Road   | Two comments |                                                                                                                                                           |</p>
<table>
<thead>
<tr>
<th>Category</th>
<th>Comment</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads and Maritime response</td>
<td>The provision of a third through lane in this location is not considered appropriate because:</td>
<td>• The proposal would increase the capacity of the right turn lanes at Marsden Road and Carlingford Road, reducing the overflow of traffic from these lanes blocking through traffic, which would improve the overall performance of these intersections without the need for additional capacity for through traffic.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The existing road corridor is not wide enough to accommodate a third through lane, so we would need to widen the road and this would have significant additional impacts on the heritage-listed Carlingford Memorial Park, utilities and private properties.</td>
</tr>
<tr>
<td>Traffic and access</td>
<td>A dedicated left turn lane needs to be provided from Marsden Road onto Pennant Hills Road southbound.</td>
<td>The proposal includes providing a dedicated left turn lane from Marsden Road onto Pennant Hills Road. The lane would be about 60 metres long and 3.5 metres wide. The two dedicated right turn lanes from Marsden Road into Pennant Hills Road would remain.</td>
</tr>
<tr>
<td>Left turn lane from Marsden Road into Pennant Hills Road</td>
<td>Providing a dedicated left turn lane would remove one of the two dedicated right turn lanes.</td>
<td>The proposed length of the left turn bay on Marsden Road was determined using data from traffic modelling. The new left turn lane is proposed to be 60 metres long. This is considered to be sufficient to improve traffic flow through the intersection based on the number of vehicles that make this turn (1573 vehicles per day in October 2014). Additional lengthening of the left turn lane would require property acquisition, impacts to property access and moving the road corridor closer to properties on Marsden Road.</td>
</tr>
<tr>
<td>Five comments</td>
<td>The proposed dedicated left turn lane needs to extend further south as far as practical (at least to Eric Mobbs Memorial Park).</td>
<td></td>
</tr>
<tr>
<td>Traffic and access</td>
<td>Traffic waiting to turn right into Carlingford Road overflows from the dedicated right turn lanes blocking through traffic.</td>
<td>The proposal includes an extension of the existing inside right turn lane of about 45 metres from Pennant Hills Road into Carlingford Road, which would allow room for about seven additional cars. This is the most we could extend the right turn lanes without impacting the Marsden Road intersection. Data from traffic modelling identified that the proposed extension of this lane would help reduce the queuing of</td>
</tr>
<tr>
<td>Right turn lanes from Pennant Hills Road into Carlingford Road</td>
<td>Changes to the right turn lanes will not be sufficient to fix this issue.</td>
<td></td>
</tr>
</tbody>
</table>
## Category Comment

<p>| Eight comments | Traffic turning left out of Post Office Street onto Pennant Hills Road would block through traffic as they wait to merge into the right turn lanes into Carlingford Road. The right turn lanes from Pennant Hills Road into Carlingford Road need to be separated from through traffic beyond Post Office Street to prevent this movement. Alternatively, access to the right turn lanes from Post Office Street should be banned. |
| Roads and Maritime response | Traffic outside the right turn lanes. We would continue to monitor the performance of this intersection after completion of the project. Additional work or alterations to the traffic light phasing may be carried out in the future, if required. The intersection of Post Office Street and Pennant Hills Road does not currently have signage or line-marking to prevent queuing across the exit of Post Office Street (for example, ‘Keep Clear’ line markings). We have investigated the option to include signage or ‘Keep Clear’ line markings at this intersection, however it does not meet our standard requirements for this treatment. Under NSW Road Rule 128, a driver must not enter an intersection if the driver cannot drive through the intersection because it is blocked. Accessing the right turn lanes into Carlingford Road from Post Office Street is a legal manoeuvre, however any vehicle blocking the through lanes because they cannot access the right turn lanes would risk being fined. Roads and Maritime will notify the NSW Police Service of this issue and ask that it be enforced. The existing Pennant Hills Road corridor is not wide enough to accommodate a concrete island or similar to separate the right turn lanes and through traffic lanes beyond Post Office Street. Provision of a concrete island would require additional widening of the road corridor, which would impact on the adjacent shopping precinct and property. Post Office Street is a local road under the care and control of The Hills Shire Council. Roads and Maritime will discuss this matter with Council. |
| Traffic and access | Adjustments need to be made to the left turn lane from Pennant Hills Road southbound into Marsden Road to increase capacity and improve the flow of traffic accessing Pennant Hills Road from Keeler Street. |
| Roads and Maritime response | In November 2014, Hornsby Shire Council proposed to restrict the left turn from Keeler Street onto Pennant Hills Road as part of a Local Area Traffic Management study that will be available in late 2015. Council will refer the study to Parramatta City Council for comment and a Traffic Management Plan will be prepared and submitted to the |</p>
<table>
<thead>
<tr>
<th>Category</th>
<th>Comment</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marsden Road and interaction</td>
<td>Access from Keeler Street onto Pennant Hills Road should be banned.</td>
<td>Local Traffic Committee, of which Roads and Maritime is a member, for approval before it is implemented.</td>
</tr>
<tr>
<td>with Keeler Street intersection</td>
<td>An island should be installed to prevent vehicles turning left from Keeler Street onto the Pennant Hills Road southbound through lanes. This suggestions is supported by Hornsby Shire Council if the left turn is not banned.</td>
<td></td>
</tr>
<tr>
<td>Three comments</td>
<td>As part of the traffic improvements for the Carlingford Road Housing Precinct, Hornsby Shire Council resolved to implement a ‘left turn restriction’ banning vehicles from turning left out of Keeler Street onto Pennant Hills Road to prevent rat running.</td>
<td></td>
</tr>
<tr>
<td>Traffic and access</td>
<td>The proposed new southbound kerbside bus lane on the southern side of the intersection should be extended until the bus stop on Pennant Hills Road. This would remove the need for buses to stop through traffic when using the bus stop.</td>
<td>Extension of the bus lane was not investigated as part of this project due to limitations under the allocated budget however this suggestion has been noted by Roads and Maritime’s Bus Priority Infrastructure Program team for consideration in the future.</td>
</tr>
<tr>
<td>Southbound bus departure lane</td>
<td>Adjustments to the traffic light phasing would improve traffic delays without the costs of the proposal.</td>
<td>As part of this proposal, Roads and Maritime investigated changing traffic light phasing to improve traffic flow and reduce delays. Model testing demonstrated that it would not be possible to provide a significant improvement to traffic flow by changing traffic light phasing alone.</td>
</tr>
<tr>
<td>extension</td>
<td>More time needs to be provided for turning vehicles as opposed to favouring through traffic on Pennant Hills Road.</td>
<td>The existing traffic light phasing gives priority to Pennant Hills Road as this is the through road. It has higher traffic volumes and provides important regional links.</td>
</tr>
<tr>
<td>Two comments</td>
<td>The three sets of traffic lights on Pennant Hills Road between Coleman Avenue and Carlingford Road are not coordinated which causes traffic delays.</td>
<td>The proposal would improve traffic flow and reduce delays at the intersections at Marsden Road and Carlingford Road. Roads and Maritime would continue to monitor the traffic flow through these intersections after the project is completed and may alter the traffic light phasing in the future if required.</td>
</tr>
<tr>
<td>Category</td>
<td>Comment</td>
<td>Roads and Maritime response</td>
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<tr>
<td>Road signs</td>
<td>Signage should be provided to advise road users of the need to use turning lanes and not to block through traffic.</td>
<td>We are proposing to extend the existing right turn bays for vehicles turning right from Pennant Hills Road northbound into Marsden Road and Carlingford Road. This would increase the capacity of these lanes and minimise vehicles queuing into the through lanes. Directional signs and pavement markings would be done to advise motorists of the lane configuration.</td>
</tr>
<tr>
<td>Two comments</td>
<td>Improved signage is required to advise drivers of the turning lane and through lane arrangements at the Marsden Road and Carlingford Road intersections. This should be provided as early as possible on the approach to allow vehicles to move into the correct lanes.</td>
<td>As part of this proposal we carried out a review of signage in the project area and found that two additional directional signs would be required on Pennant Hills Road on the northbound approach to the Marsden Road and Carlingford Road intersections. The new signs would be installed during construction of the project.</td>
</tr>
</tbody>
</table>
| Noise        | How much night work would be required during the construction period?                                                                                                                                   | Work to upgrade the intersection is expected to take about one year to complete, weather permitting. Where possible we would carry out construction work during the day:  
- 7am to 6pm from Monday to Friday  
- 8am to 1pm on Saturdays.  
Some work would need to be done at night to minimise traffic disruptions and to ensure the safety of our workers and road users. There would be some noise associated with this work, but every effort would be made to minimise the impact on residents and businesses. |
| Pedestrian access | Improvements need to be made to the pedestrian traffic light phasing at the intersection of Pennant Hills Road and Marsden Road.                                                                 | Roads and Maritime would carry out a review of the phasing and sequencing of traffic lights for the upgraded intersection including pedestrian phasing.  
Roads and Maritime would continue to monitor the traffic light phasing at this intersection after the project is completed and may alter them in the future, if required. |
| Consultation | The consultation carried out for the proposal was not sufficient and would not have included                                                                                                              | Roads and Maritime used a number of methods to inform the community and stakeholders about this proposal.  

<table>
<thead>
<tr>
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<th>Roads and Maritime response</th>
</tr>
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</table>
| Two comments | all users of this section of Pennant Hills Road. A public display should have been held in Carlingford Village Shopping Centre. A mail out should have been sent to residents. Newspaper advertisements would not have reached all residents near the project area. | • We distributed community updates to residents and businesses in the local area  
• Community updates were sent to key stakeholders including councils, members of parliament, emergency services, utilities, businesses, education facilities and community groups  
• Advertisements were placed in five local newspapers  
• We door knocked residents and businesses near the project area.  
Refer to section 2.2 (page 5) for more information about the consultation approach. |
| Road network | Some comments were received about traffic matters outside the scope of this proposal:  
• Delays on Pennant Hills Road including north of Carlingford Road  
• Congestion at the intersection of Pennant Hills Road and North Rocks Road  
• Congestion on Carlingford Road  
• Cherrybrook Station on the North West Rail Link is badly located  
• Another rail crossing is needed to alleviate congestion at the Epping Road and Eastwood crossings. | These suggestions were outside the scope of the project and therefore not investigated as part of this proposal.  
Roads and Maritime has noted these issues for consideration in the future. |
| State road and Transport matters outside the scope of the proposal | Seven comments | |
| Local road network and development matters | Five comments | The matters raised are all on local roads under the care and control of the local councils and are outside the scope of this proposal.  
These matters have been passed onto the local councils by Roads and Maritime as part of the Local Traffic Committee program. |
<table>
<thead>
<tr>
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<th>Comment</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety concerns</td>
<td>Safety concerns about Langston Place, Epping near the intersections of Oxford/Cambridge and Pembroke Streets</td>
<td></td>
</tr>
<tr>
<td>Traffic</td>
<td>Traffic is often unable to exit Coleman Avenue, Carlingford due to parked cars blocking left turn movements</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td>There needs to be an extension to ‘No AM Parking’ provisions along Yates Avenue, Dundas Valley</td>
<td></td>
</tr>
<tr>
<td>Realignment</td>
<td>King Street, Dundas Valley needs to be realigned to Stewart Street and a short ‘left turn only’ lane provided into Stewart Street/Marsden Road</td>
<td></td>
</tr>
<tr>
<td>Access</td>
<td>Access to Pennant Hills Road from Lloyd Avenue/Shirley Street should be banned to prevent rat running</td>
<td></td>
</tr>
<tr>
<td>Traffic light</td>
<td>The Lloyd Avenue/Shirley Street intersection is poorly designed and parking on both sides of the street reduces traffic to a single lane</td>
<td></td>
</tr>
<tr>
<td>Traffic light</td>
<td>The right turn from Moseley Road into Pennant Hills Road needs traffic lights.</td>
<td></td>
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</tbody>
</table>
4.0 DECISION

After considering the feedback received, Roads and Maritime has decided to proceed with the proposal to upgrade the intersection of Pennant Hills Road and Marsden Road, Carlingford. The project will proceed as proposed, however we will install two additional directional road signs on Pennant Hills Road on the northbound approach to Marsden Road.

5.0 NEXT STEPS

Roads and Maritime is preparing a Review of Environmental Factors (REF) and developing the detailed design for the project.

We will start work on the intersection upgrades in March 2015. Work will take about one year to complete, weather permitting.

Residents and businesses will be notified in advance of this construction work and Roads and Maritime will continue to keep them updated on the project.
Appendix A – Diagram of proposal

- Extend right turn lanes from Pennant Hills Road to Marsden Road
- Provide a dedicated left turn lane from Marsden Road to Pennant Hills Road
- Provide new bus lane
- Realign southbound through lanes

**KEY**
- Extend right turn lanes
- Realignment of lanes
- Dedicated left turn lane
- Footpath (1.2 metres wide)
- Shared path (3 metres wide)
- Retaining wall
- Tree and vegetation removal
Appendix B – Community update

Intersection upgrade
Pennant Hills Road and Marsden Road, Carlingford

Roads and Maritime Services has identified some ways to reduce congestion and improve road safety at the intersection of Pennant Hills Road and Marsden Road, Carlingford. The concept design for the intersection upgrade is on display for community comment until Friday 21 March 2014.

This project is fully funded by the NSW Government as part of the $246 million Pinch Point Program. The program aims to reduce delays and manage congestion on Sydney’s main roads, as well as improve safety for all road users.

Background
Pennant Hills Road and Marsden Road are important urban arterial roads connecting to Victoria Road and Cumberland Highway to the south and the Pacific Highway and M1 Motorway to the north. Pennant Hills Road provides the primary access through the Penriths, Baulkham Hills and Hornsby council areas.

During the morning peak period, northbound vehicles on Pennant Hills Road turning right into Marsden Road and Carlingford Road queue out of the right turn lane, blocking through lanes and increasing the risk of crashes.

Vehicles turning right from Marsden Road into Pennant Hills Road block the left turn slip lane, causing long queues and delays on Marsden Road at all times of the day.

Project proposal
To reduce congestion and improve safety
Roads and Maritime is proposing to:
- Extend the two northbound right turn lanes from Pennant Hills Road to Marsden Road
- Extend the two northbound right turn lanes from Pennant Hills Road to Carlingford Road
- Provide a dedicated left turn lane from Marsden Road to Pennant Hills Road
- Provide a new lane southbound on Pennant Hills Road, south of Marsden Road
- Realign the Pennant Hills Road southbound lanes.

Other activities associated with this proposal include reconstruction of the road surface, drainage, relocation of utilities, line marking, sign installation and construction of a footpath and a retaining wall. A landscaping plan, including the planting of new trees, will be developed during the detailed design stage of the project.
Project benefits

Improved safety and reduced delays for journeys on Pennant Hills Road, Marsden Road and Carlingford Road.

Project impacts

Identified impacts of the proposal include:

- The new left turn lane from Marsden Road to Pennant Hills Road will require the acquisition of a strip of land and the removal of trees from Carlingford Memorial Park. The amount of land to be acquired and the exact number of trees to be removed will be determined during the detailed design stage of the project. The removal of the trees will be offset by the planting of similar species nearby.
- Noise during construction stage of the project.

What happens next?

- Community comments on the proposed upgrade of the Pennant Hills Road and Marsden Road intersection will be considered by Roads and Maritime in the review of environmental factors. There may be changes to the project as a result of community comments.
- Construction work is expected to start in 2014 and will take from eight months to a year, weather permitting.
- The community will be kept informed at all stages of the project. For more information visit www.rms.nsw.gov.au/roadprojects/projects/congestion_management

Have your say

The community is invited to comment on the concept design (as shown in this brochure) by Friday 21 March 2014.

Please send written comments to:
Sumana Kulasinghe, Project Manager
Roads and Maritime Services
PO Box 973, Parramatta CBBD, NSW 2124
or Sumana.Kulasinghe@rms.nsw.gov.au

For more information:

Contact Sumana Kulasinghe, Project Manager, Roads and Maritime Services,
PO Box 973, Parramatta CBBD NSW 2124
T 02 8849 2662 (during business hours)
E Sumana.Kulasinghe@rms.nsw.gov.au


Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on 131 450 and ask them to telephone Roads and Maritime Services on (02) 8849 2662.

<table>
<thead>
<tr>
<th>Language</th>
<th>TIS National Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arabic</td>
<td>131 450 (9:00am to 5:00pm)</td>
</tr>
<tr>
<td>Cantonese</td>
<td>131 450 (Monday to Saturday)</td>
</tr>
<tr>
<td>Greek</td>
<td>131 450 (7:00am to 7:00pm)</td>
</tr>
<tr>
<td>Italian</td>
<td>131 450 (7:00am to 7:00pm)</td>
</tr>
<tr>
<td>Mandarin</td>
<td>131 450 (Monday to Saturday)</td>
</tr>
<tr>
<td>Vietnamese</td>
<td>131 450 (9:00am to 5:00pm)</td>
</tr>
</tbody>
</table>

This paper is - carbon neutral - Australian made - recycled fibre - elemental chlorine free - pulp derived from sustainably managed sources.
Appendix C – Letterbox drop distribution area
Appendix D – Newspaper advertisements

Proposed intersection upgrade
Pennant Hills Road and Marsden Road, Carlingford

Roads and Maritime Services is seeking your feedback on the proposed upgrade of the intersection of Pennant Hills Road and Marsden Road, Carlingford.

The proposed upgrade involves extending existing right turn lanes and providing a dedicated left turn lane from Marsden Road to Pennant Hills Road. This would improve road safety and journey times.

Please submit your feedback on the concept design by Friday 21 March 2014.

Write to:
Sumana Kulasinghe, Project Manager
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

Email:
Sumana.Kulasinghe@rms.nsw.gov.au

For further information call
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or visit rms.nsw.gov.au/roadprojects

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