



Hawkesbury City Council

attachments 4 ,
5 and 6
to
item 241

bells line of road long
term strategic corridor plan
- current community
consultation process

date of meeting: 9 November 2010
location: council chambers
time: 6:30 p.m.

ATTACHMENT 4

Community Involvement Strategy -
Bells Line of Road Long Term Strategic Corridor Plan



COMMUNITY INVOLVEMENT STRATEGY

Bells Line of Road
Long Term Strategic Corridor Plan

OCTOBER 2010

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Document date and version

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| Document date: | October 2010 |
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Next document update

The next update of this Community Involvement Strategy is anticipated to be provided as per below. The updated Plan will be posted on the project website.

| | |
|---------------------------------|---|
| Next revision date anticipated: | December 2010 |
| Comment: | Review document following community consultation period between November and December 2010. |

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Appendix I - Identified stakeholders

I Introduction and consultation approach

This section provides an introduction to the Bells Line of Road Long Term Strategic Corridor Plan (the Plan), the consultation principles that will be followed for the Plan, and a guide for the use of this Community Involvement Strategy (CIS).

I.1 Introduction

On 9 November 2009, the Australian and NSW Governments announced the commencement of a Long Term Strategic Corridor Plan for Bells Line of Road (refer **Figure I-1** for location of Bells Line of Road). The Long Term Strategic Corridor Plan will outline a process to guide the development and reservation of a road corridor for a future upgraded Bells Line of Road. It will also recommend measures and priorities for the short, medium and long term future development of this important road corridor.

It is the intention that this planning work will allow both the Australian and NSW Governments to engage with the community about the future of the Bells Line of Road, an outcome that will be beneficial to the people of Central and Western NSW as well Greater Sydney. A critical part of the work is to understand the perspectives of the different community and stakeholder groups in the region.

This Community Involvement Strategy provides the framework for consultation for the project. The CIS is a 'living document' that will be regularly updated as the Plan progresses.

I.2 Consultation principles

The RTA as a matter of policy recognises the importance of community involvement in its activities and decision-making and is committed to upholding its responsibilities in an open, consultative and inclusive manner. The project team for the Bells Line of Road Long Term Strategic Plan share this commitment.

The project team has adopted the following consultation principles for the Plan. Further information on the application of the consultation principles can be found in **Section 5.2** of this document.

| | |
|--|---|
| Accessibility: | Provide a project team that is highly accessible for the duration of the Plan's development. |
| Transparency and public accountability: | Record, publish, and make information publicly available. Ensure the community and stakeholders are provided with information on the decision making processes for this Plan. |
| Equitable participation and fair process: | Allow the comments and input of all community members and stakeholders to be considered equitably in the decision making processes. |
| Continuous improvement: | Build mechanisms to review, evaluate and improve the community involvement program. |

I.3 How to use this Community Involvement Strategy

This Community Involvement Strategy provides a range of information on the project, the community involved, the consultation methodology proposed and issues already raised.

These can be found as per below.

| For information on... | Go to... |
|--|-----------|
| What the Plan is about and how it will be done. | Section 2 |
| How decisions will be made. | Section 3 |
| The community and stakeholders. | Section 4 |
| Issues already raised by the community and stakeholders. | Section 4 |
| How the consultation will be undertaken. | Section 5 |

The Community Involvement Strategy is a living document and will be updated on a regular basis. The date of the next scheduled update is found at the front of this document.

The contact details for the project team are also located at the front of the document. Comments or suggestions on this CIS or on any aspect of the Plan are welcomed and can be sent to the project team at any time.

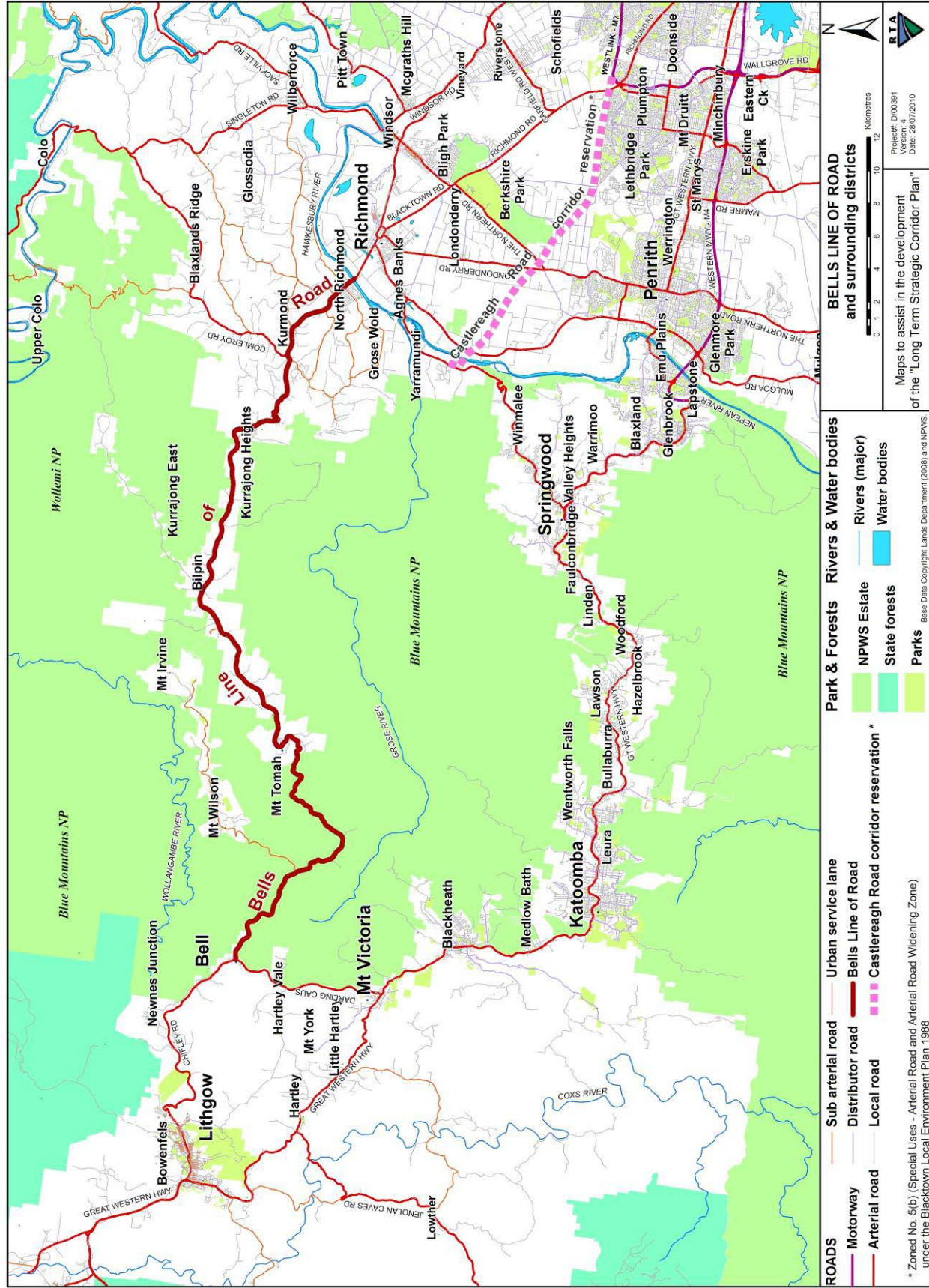


Figure 1-1 Locality Map

2 Bells Line of Road Long Term Strategic Corridor Plan - background and plan overview

This section provides background and detail about the Bells Line of Road Long Term Strategic Corridor Plan including the reason for the Plan, the terms of reference, project investigation area sections, objectives and focus, timeframes, investigations process, deliverables and possible future stages.

2.1 Reason for the Plan

Main Road 184 Bells Line of Road is a rural road that connects North Richmond to Bell. Bells Line of Road links to the Great Western Highway at Lithgow via Chifley Road.

A number of studies have been carried out on the feasibility of upgrading the Bells Line of Road corridor, including the Bells Line of Road Corridor Study (SKM 2004) and the Central West Transport Needs Study (SKM 2009). These studies concluded that a full duplication of Bells Line of Road to four lanes would not be justified on economic, social or environmental grounds until after 2033.

However, these studies also concluded that long term strategic planning is required for the Bells Line of Road corridor, in particular considering land use pressures from urban expansion in the north-west sector of Sydney.

The development of the Plan is also seen to complement the work being undertaken on the Great Western Highway between Penrith and Lithgow, where construction works are well underway to improve safety and efficiency.

2.2 Terms of reference

The RTA, on behalf of the Australian and NSW Governments, is preparing the Long Term Strategic Corridor Plan for the Bells Line of Road Corridor. The Terms of Reference for the Plan were developed by both governments and released on 5 March 2010. A copy of the Terms of Reference can be found on the project website (refer the project team details for web address).

2.3 Investigation area - sections

The Bells Line of Road Long Term Strategic Corridor Plan will focus on three key sections (refer **Figure 2-1**):

- Eastern Section – from Bells Line of Road near Kurrajong Heights to the Sydney Motorway Network. The Long Term Strategic Corridor Plan will comprise of the first stage of planning to recommend a process that would lead to the selection of a road corridor and land reservation for a future connection to the Bells Line of Road.
- Central Section – from Kurrajong Heights to Bell. The Long Term Strategic Corridor Plan will identify the strategic corridor opportunities and on completion, provide a commentary on potential options for the future upgrade of the corridor.
- Western Section – from Bell to the Great Western Highway. For this section, strategic corridor opportunities will be identified to link to the Great Western Highway in the west.

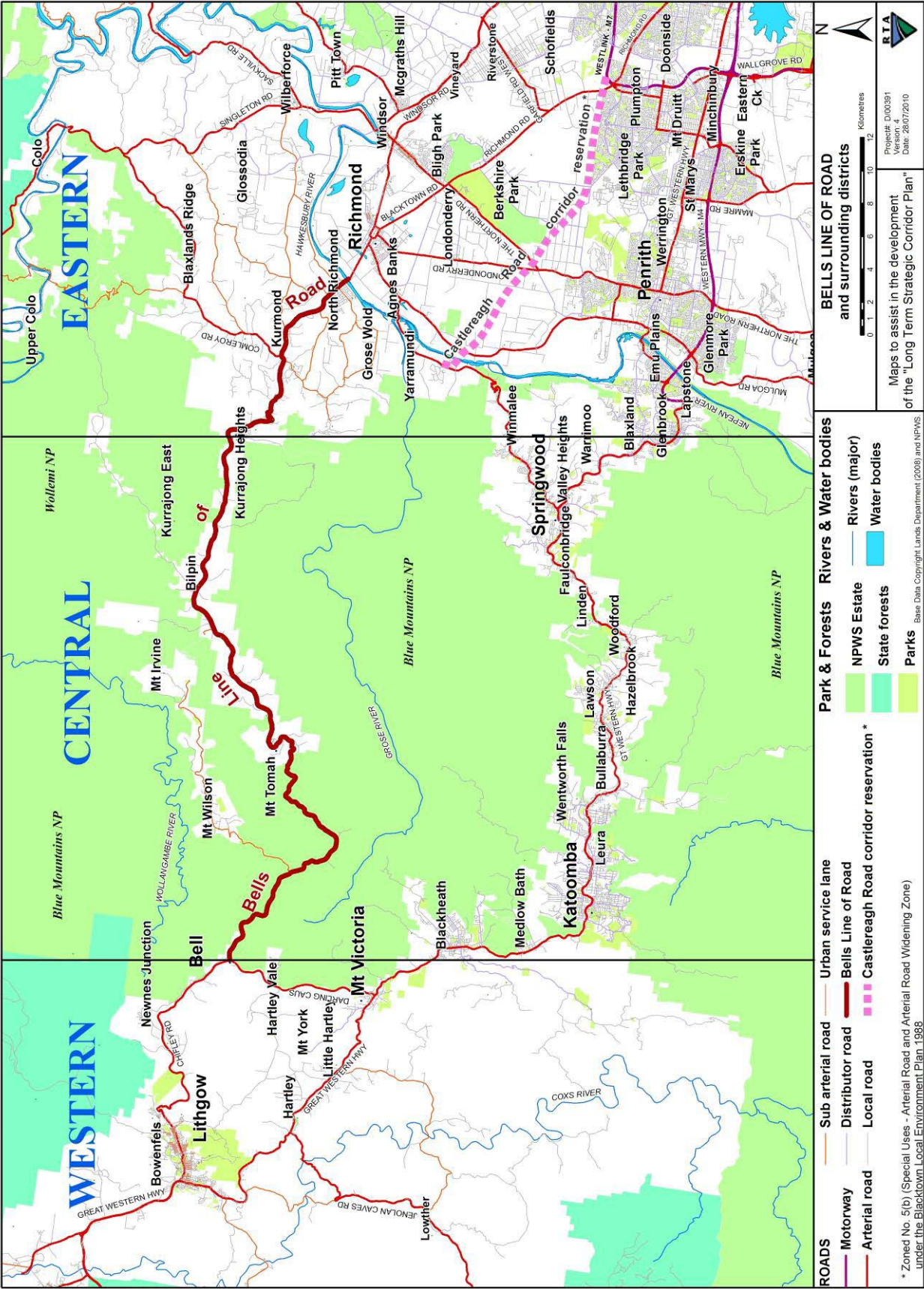


Figure 2-1-1. Project investigation area - sections

2.4 Plan objectives and focus

The primary objective of the project is to develop a long term plan that outlines the process that will guide the development and reservation of a road corridor for a future upgraded Bells Line of Road.

The Plan will also identify the short, medium and long term needs for Bells Line of Road.

Extensive stakeholder consultation with local communities and stakeholders forms a key element in the development of the project.

2.5 Primary tasks

The primary tasks in the development of the Plan are to:

- Review relevant documentation and studies relating to the possible upgrade of the Bells Line of Road.
- Identify the short, medium and long term functional needs and objectives for the Bells Line of Road corridor taking into account expected future transport requirements and land use.
- Through community consultation and strategic investigations, identify constraints, values and opportunities along the Bells Line of Road corridor.
- Identify strategic corridor opportunities and provide commentary on potential options for the future upgrade of the Bells Line of Road corridor.
- Provide recommendations on the process to identify and select preferred corridors and the undertaking of interim tasks.

This Plan is anticipated to benefit from considerable community and stakeholder interaction during the identification of the short, medium and long term functional needs and objectives, and the identification of constraints, opportunities and values.

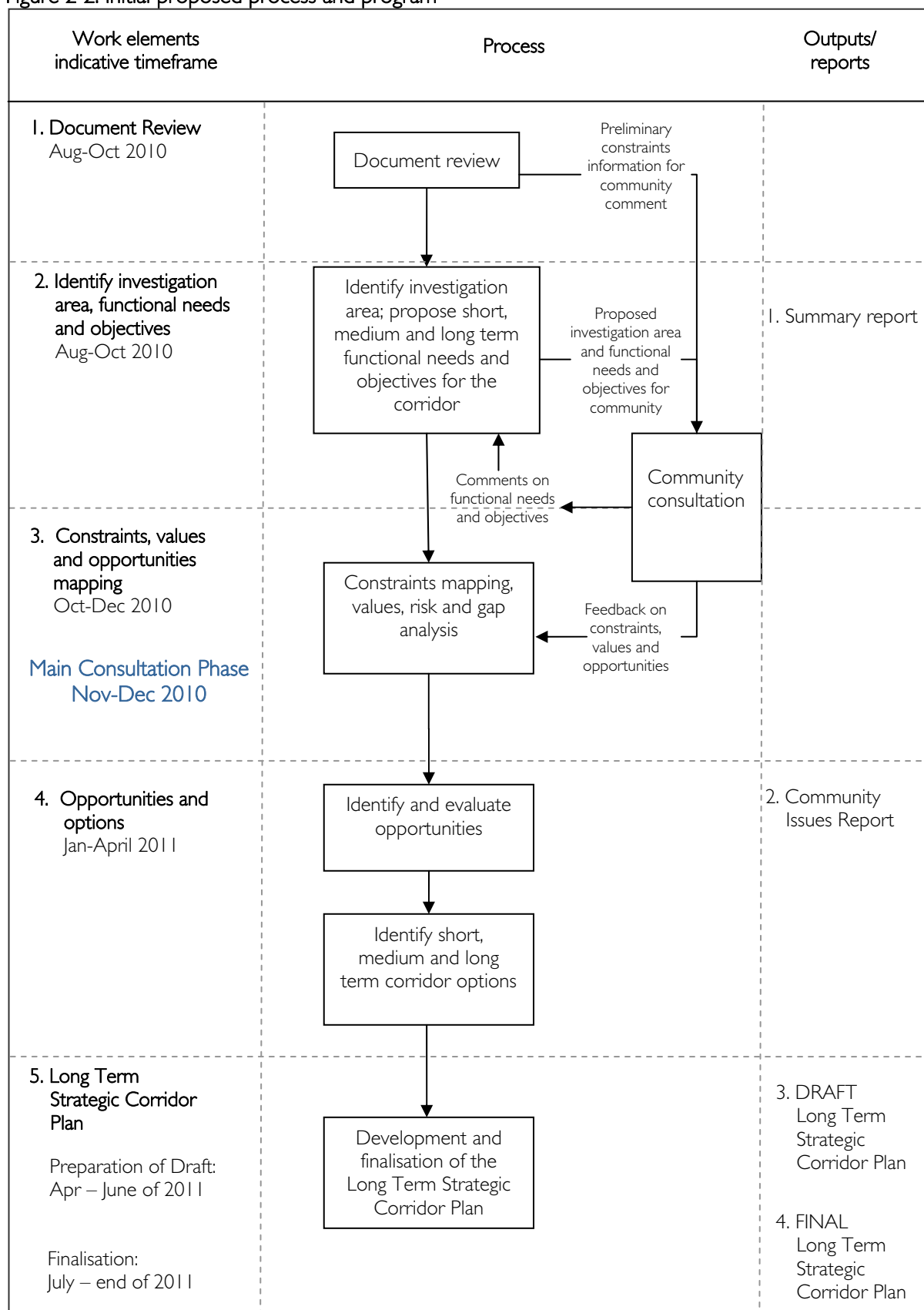
2.6 Proposed process and program

The activities required to be undertaken for the Plan are divided into five main components:

- Document review.
- Identify functional needs and objectives.
- Identify and map constraints, values and opportunities.
- Further develop opportunities and options.
- Prepare Long Term Strategic Corridor Plan.

Figure 2-2 shows the process and program. The process flowchart outlines the main work elements, inputs, timeframes, consultation points, and outputs for the Plan. This process will be further updated as the project progresses.

Figure 2-2. Initial proposed process and program



2.7 Outputs

Outputs of the project consist of this Community Involvement Strategy and a Long Term Strategic Corridor Plan.

The Long Term Strategic Corridor Plan will include:

- Outline of the methodology utilised.
- Summary of findings from relevant past studies pertaining to the Bells Line of Road corridor.
- Forecast traffic growth along the route (25 year horizon).
- Identified priorities for the development of the Bells Line of Road corridor.
- Identified broad options that meet long term corridor requirements, Plan objectives and Plan design standards.
- Summary of the next phase of work that is required.
- Schedule of tasks to select a preferred corridor.
- Recommended timeframe for further development.
- Recommended sequencing of implementation.

2.8 Timeframe

A draft Long Term Strategic Corridor Plan is anticipated to be submitted to the Governmental Steering Committee by mid 2011.

Completion of the final draft of the Long Term Strategic Corridor Plan for Steering Committee consideration is required within 18 months of the commissioning the contractor to assist in developing the Plan. A contractor was awarded to Arup Pty Ltd in August 2010 to assist in the development of the Plan, with anticipated finalisation by the end of 2011.

2.9 Governance

Refinements have been made to the governance structure since the publication of the Terms of Reference in March 2010. The current structure is provided below.



The roles, members and the responsibility for the governance structure are outlined below.

| Role | Members | Responsibility/ input |
|---------------------------------|---|--|
| Governmental Steering Committee | Federal Department of Infrastructure and Transport (DIT) Roads and Traffic Authority of NSW (RTA) Transport NSW (TNSW) NSW Department of Premier and Cabinet (DPC) NSW Department of Planning (DoP) Central NSW Councils (CENTROC) Western Sydney Regional Organisation of Councils (WSROC) | Review progress in accordance with Terms of Reference and provide guidance as required. Ensure Ministers and Councils are kept informed. |
| Reference Group | DIT, RTA, DoP, Department of Environment, Climate Change and Water (DECCW), Department of Primary Industries (DPI). | Provide specialist input and resources. |
| Project Manager, Project Team | RTA, DIT, Professional Services Contractor (Arup Pty Ltd). | Project management, liaise with stakeholders, and undertake project studies. Provide secretariat to Governmental Steering Committee. Manage contractors. Oversee community consultation. |
| Local input | Community, stakeholders, councils. | The Bells Line of Road Long Term Strategic Corridor Plan will be developed through extensive consultation with local communities and stakeholders about the future of the road. |

2.10 Future stages of the planning for Bells Line of Road

Future stages for the planning of the Bells Line of Road Long Term Strategic Corridor Plan that are outside the scope of this Plan development include:

- Shortlisting of route options for assessment and community consultation.
- Further design, technical and environmental investigations.
- Selection of a preferred corridor between the Sydney Motorway Network and near Kurrajong Heights.
- Selection of a preferred upgrade strategy from near Kurrajong Heights to Bell.
- Selection of a preferred corridor from Bell to the Great Western Highway.
- Development of a preferred corridor.
- Submission of a corridor for reservation on appropriate planning instruments.
- Engineering design for a preferred route.
- Preparation and submission of environmental assessment for planning approval.
- Determination of a timetable for property acquisition and construction.

3 Decision-making processes

This section provides an overview of how and when decisions will be made during the development of the Plan and who makes them.

3.1 Scope of the Plan

The decision on the scope of the Plan was made jointly by the Australian and NSW Governments.

The scope of the Plan was announced in the Terms of Reference on 5 May 2010 (refer to the project website for a copy of the Terms of Reference).

3.2 Decision-making framework

The framework for decision-making during the development of the Plan is as follows in **Table 3-1**. This table includes information on:

- what decisions will be made during the process to develop the Plan.
- who makes these decisions.
- how community input influences the decisions.
- who makes the final decision on accepting the Long Term Strategic Corridor Plan.

Table 3-1 Bells Line of Road Long Term Strategic Corridor Plan decision-making framework

| Bells Line of Road decision-making framework* | | |
|---|--|--|
| Decisions | How made and by whom | Community/stakeholder input |
| 1. Functional needs and objectives | Recommendation on preliminary functional needs and objectives of the corridor made by project team and reference group following background review of documents (Aug-Oct 2010). Concurrence: Governmental Steering Committee. | Community/stakeholder input and views on functional needs and objectives will be actively invited during information gathering phase. (Oct-Dec 2010) |
| 2. Identification of constraints, values and risks. | Identification of constraints, values and risks (Aug-Oct 2010) made by the project team with advice from reference group, following technical analysis and community input. This would be documented in the community issues report. Concurrence: Governmental Steering Committee of the summary report. | Community/stakeholder input and views on constraints, values and risks will be actively invited during the information gathering phase (Nov-Dec 2010). |

Bells Line of Road decision-making framework*

| Decisions | How made and by whom | Community/stakeholder input |
|--|---|--|
| 3. Options and opportunities | Initial options and opportunities identification for future upgrade of Bells Line of Road (short, long and medium term) by the project team with advice from the reference group and community comment (Jan -April 2011). Concurrence: Governmental Steering Committee. | Community/stakeholder input and views on options and opportunities for future upgrade will be actively invited during information gathering phase. (Nov-Dec 2010). |
| 4. Draft Long Term Strategic Corridor Plan | Draft Long Term Strategic Corridor Plan prepared by the project team with advice from the reference group. The Plan is to identify social, environmental and technical constraints, taking costs and community comment into account. (April 2011-June 2011) Concurrence: to Draft Long Term Strategic Corridor Plan by Governmental Steering Committee. | The Plan will be prepared taking community comment into account. |
| 5. Final Long Term Strategic Corridor Plan | Recommendation to accept Final Long Term Strategic Corridor Plan will be made by Governmental Steering Committee to Federal and State Ministers (late 2011). Approval: Federal Minister for Infrastructure and Transport and NSW Minister for Roads. | Plan proposed to be published in late 2011. |

* The decision-making framework should be read in conjunction with the governance structure for the Plan, found in **Section 2.9** of this Community Involvement Strategy.

4 The community and stakeholders

This section provides an overview of the road users for Bells Line of Road, as well as a description of the community and stakeholders in the project investigation area and broader areas.

4.1 Overview of road usage

The broader Bells Line of Road corridor (connecting from the Great Western Highway in the west to the Sydney motorway network in the east) extends well over 100 kilometres (refer **Table 4-1**). Bells Line of Road itself is 61 kilometres long from Bell to Richmond and provides one of the only two available road crossings of the Blue Mountains, the other being the Great Western Highway via Katoomba.

Table 4-1 Road lengths – Bells Line of Road Corridor

| Road Section | Road Name | Length (km) |
|---|--|----------------|
| Western section | | |
| Great Western Highway (Mount Victoria) to Bell | Darling Causeway | 11 |
| Great Western Highway (Bowenfels) to Bell | Chifley (Bell-Bowenfels) Road | 20 |
| Total western section | | 11-20* |
| Central section | | |
| Bell to Mt Tomah | Bells Line of Road | 20 |
| Mt Tomah to Bilpin | Bells Line of Road | 16 |
| Bilpin to Kurrajong Heights | Bells Line of Road | 12 |
| Total Central section Bells Line of Road | | 48 |
| Eastern section | | |
| Kurrajong Heights to Kurmond | Bells Line of Road | 8 |
| Kurmond to North Richmond | Bells Line of Road | 5 |
| North Richmond to M7 via | Blacktown Road, Richmond Road | 21 |
| North Richmond to M7 via | Londonderry Road, Old Northern Road | 25 |
| North Richmond to M7 via | Kurrajong Road, Windsor Street, Windsor Road, Old Windsor Road | 33 |
| Total Eastern section | | 34-46* |
| Total distances | | |
| Bells Line of Road only (Bell to North Richmond) | | 61 |
| Total Bells Line of Road Corridor linking Sydney motorway network to Great Western Highway | | 93-114* |
| * Range depends on route taken and connection points | | |

Bells Line of Road currently carries on average 3,000 to 4,000 vehicles per day along its central length and is significant as an access route between Sydney and the Central and Western NSW.

Bells Line of Road provides a number of important access functions along the route including:

- Direct property access.
- Local access, including to Mt Wilson and Mt Irvine.
- A crossing of the Hawkesbury River at North Richmond.
- Recreation and tourism route.
- Firebreak and emergency access.
- Freight and goods movement.

4.2 Community in the project investigation area

4.2.1 Western Section

The western section of the project investigation area is defined as being from the Great Western Highway in the west, to Bell (refer **Figure 4-1**). This section includes Lithgow, Bowenfels, Marangaroo, Bell and Mount Victoria and is located within the Lithgow City and Blue Mountains City local government areas (LGAs). The characteristics of these LGAs are presented below in **Section 4.3**.

4.2.2 Central Section

The central section of the project investigation area is defined as being from Bell in the west, to the Kurrajong Heights area (refer **Figure 4-1**). This section includes Mt Tomah, Mt Wilson, Mt Irvine, Berambing and Bilpin. Bells Line of Road runs along a ridgeline for most of this section. From Bell to Mt Tomah, the road is directly adjacent to world heritage listed national park. From Mt Tomah to Kurrajong Heights, the road passes through private property and settlements that are surrounded by national park. The central section is located within the Blue Mountains and Hawkesbury local government areas. The characteristics of these LGAs are presented below in **Section 4.3**.

4.2.3 Eastern Section

The eastern section of the project investigation area is defined as being from the Kurrajong area, to the Sydney motorway network (refer **Figure 4-1**). Potential locations for a future possible motorway network connection will be one of the outcomes of the Plan.

This section includes areas such as Kurrajong Heights, Kurrajong, Kurmond, Grose Vale, Agnes Banks, Yarramundi, North Richmond, Richmond and numerous established suburbs in the northwest sector of Sydney. Importantly, the section sees a transition from rural settlements to the metropolitan area of Sydney. This area is in the Hawkesbury City, Blacktown City and Penrith City LGAs. The characteristics of these LGAs are presented below in **Section 4.3**.

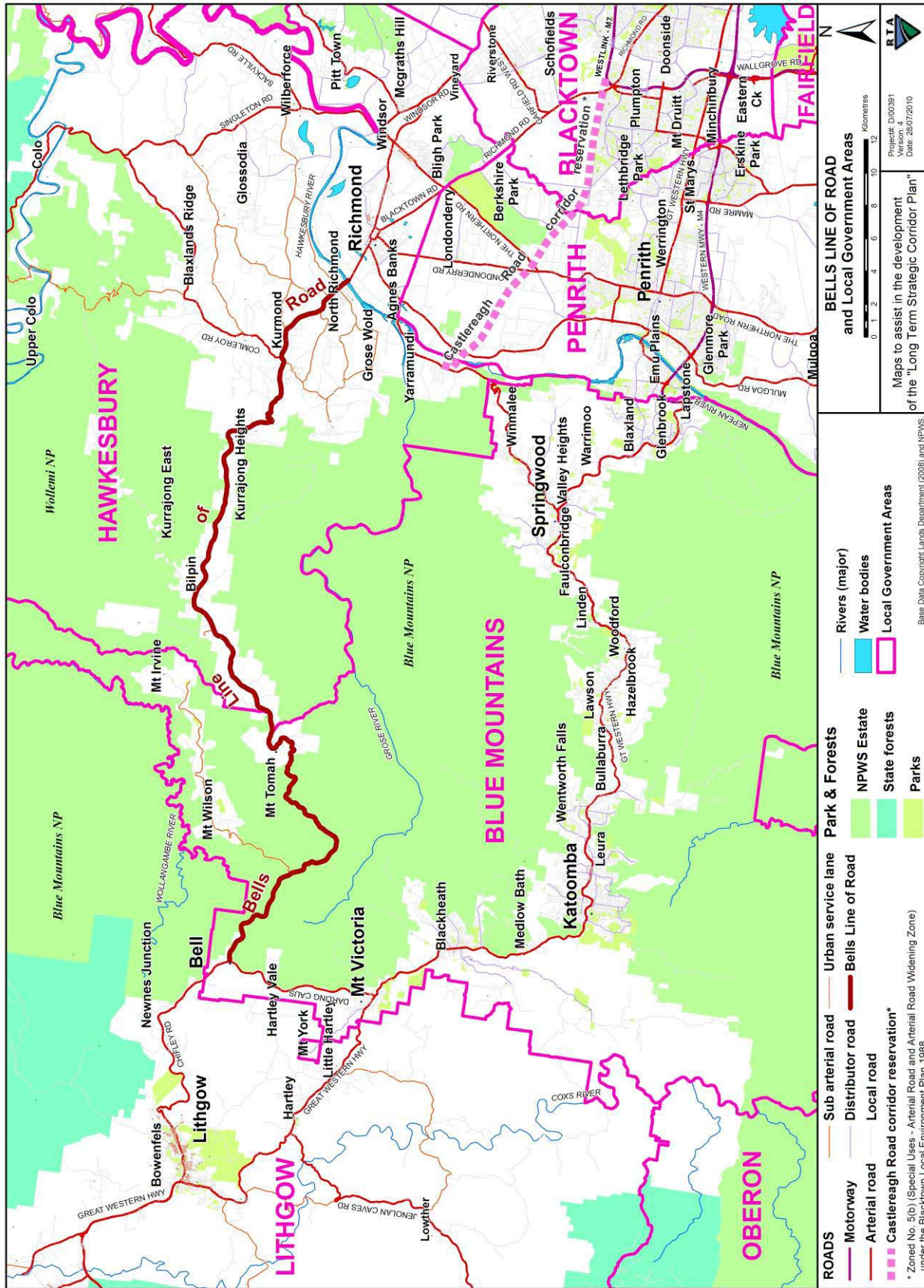


Figure 4-1 LGAs

4.2.4 Local Government Area characteristics

Lithgow City Council - characteristics

The Lithgow local government area is made up of the large urban centre of Lithgow and a number of towns, villages, hamlets and rural localities, most of which are associated with farming or mining industries. Lithgow and Marrangaroo are located within this LGA, and are the main residential areas of the LGA.

The residential population for the Lithgow area in the year 2006 was 19,756. Lithgow's population has remained stable for a number of years but is expected to grow as Sydney expands westward. (Source: Lithgow City Council: www.council.lithgow.com).

This LGA is found in the western section of the project investigation area.

Blue Mountains City Council - characteristics

The Blue Mountains local government area covers 143,000 hectares of land in the Greater Sydney Region. About 70 per cent of the area is incorporated into the World Heritage Blue Mountains National Park, with approximately 11 per cent of the total land area in private ownership. Mt Victoria, Bell, Mt Wilson, Mt Irvine and Mt Tomah are located in this LGA.

The residential population for the Blue Mountains in the year 2006 was 73,084 people who lived in, or in the vicinity of 27 towns and villages. The population of the Blue Mountains has remained largely static in recent years (the 2001 census was 74,034). The demographic profile reflects the national average age distribution. (Source: Blue Mountains City Council: www.bmcc.nsw.gov.au).

This LGA is found in the western and central sections of the project investigation area. In the western section, the land uses include larger residential and rural-residential areas, as well as farming and mining. In the central section, the land use is predominantly national park, with some residential areas.

Hawkesbury City Council - characteristics

The Hawkesbury local government area is located in the central and eastern sections of the project investigation area and is made up of the main population centres of Windsor and Richmond; as well as many small townships and localities.

Over 94 per cent of the population lives either within the township boundaries of Windsor-Richmond or within a 15km radius of these two principal centres.

Over the last decade, the Hawkesbury has experienced population growth which has been below state and national averages – but above the adjoining area of Blue Mountains and slightly below the growth rate of Penrith. (Source: Hawkesbury City Council www.hawkesburycitycouncil.nsw.gov.au).

This LGA is found in the central and eastern sections of the project investigation area. In the central section, land use is predominantly rural and mixed farming including orchards, residential and tourism. In the eastern section it is a mix of rural areas and established suburbs with land use including light and heavy engineering, printing and publication, smash repairs, electronics, food processing, mixed farming, tourism, warehousing and distribution of products.

Blacktown City Council - characteristics

Blacktown City is a predominantly residential area, with significant rural areas in the north and substantial industrial and commercial land use. Major commercial centres are located at Blacktown and Mount Druitt. The City encompasses a total land area of about 247 square kilometres.

Sustained growth has continued during the last thirty years, with the population rising from 181,000 in 1981 to nearly 271,000 in 2006. Much of the growth in this period has been in the north-east of the

City. Population growth is expected to continue, particularly from new housing estates in the current rural areas in the north. (Source: Blacktown City Council Community website: <http://id.com.au/profile/blacktown>).

This LGA is found in the eastern section of the project investigation area.

Penrith City Council - characteristics

Penrith City is a residential and rural area, with most of the population living in residential areas in a linear corridor along the Great Western Highway and the main western railway. The city encompasses a land area of 407 square kilometres, of which around 80 per cent is rural and rural-residential. Most of the urban area is residential, with some commercial areas and industrial areas, including extractive industries and manufacturing. Much of the rural area is used for agricultural purposes, including dairying, poultry farming, hobby farming, orchards, market gardening and horse breeding. Major commercial centres are located at Penrith and St Marys.

Since the 1960s the population has increased due to the continued release of land for urban development. The population increased from nearly 150,000 in 1991 to nearly 172,000 in 2001, then remained steady at around 172,000 in 2006. The population is expected to continue to increase, especially with several planned new release areas. (Source: Penrith City Council: www.penrithcity.nsw.gov.au).

4.3 Community in the broader area

4.3.1 Central and Western NSW

The Bells Line of Road corridor provides one of two available road crossings of the Blue Mountains from Sydney to the Central and Western NSW and is important to the broader regional community, not only for access, but for regional growth, the economy and tourism.

The Central and Western NSW Region extends hundreds of kilometres from the Blue Mountains to Parkes, Young and Dubbo (refer Figure 4-2) and covers an area of more than 70,000 square kilometres. The Central NSW region predicted a population of 207,000 to 215,000 by 2011 (source: Centroc website "Centroc population projections", 2008). Its economy is diverse, based on agriculture and mining. Major industries in Central and Western NSW include agriculture, agribusiness, tourism, mining and viticulture. The region also supports forestry and mining activities.

The Central NSW Councils (Centroc) is a regional organisation of 16 councils and one water authority. Its members are Bathurst, Blayney, Boorowa, Cabonne, Cowra, Forbes, Harden, Lachlan, Lithgow, Oberon, Orange, Parkes, Upper Lachlan, Weddin, Wellington, Young Councils and Central Tablelands Water. In the Western NSW region, the Orana Regional Organisation of Councils (OROC) includes councils such as Dubbo, Narromine and Gilgandra.

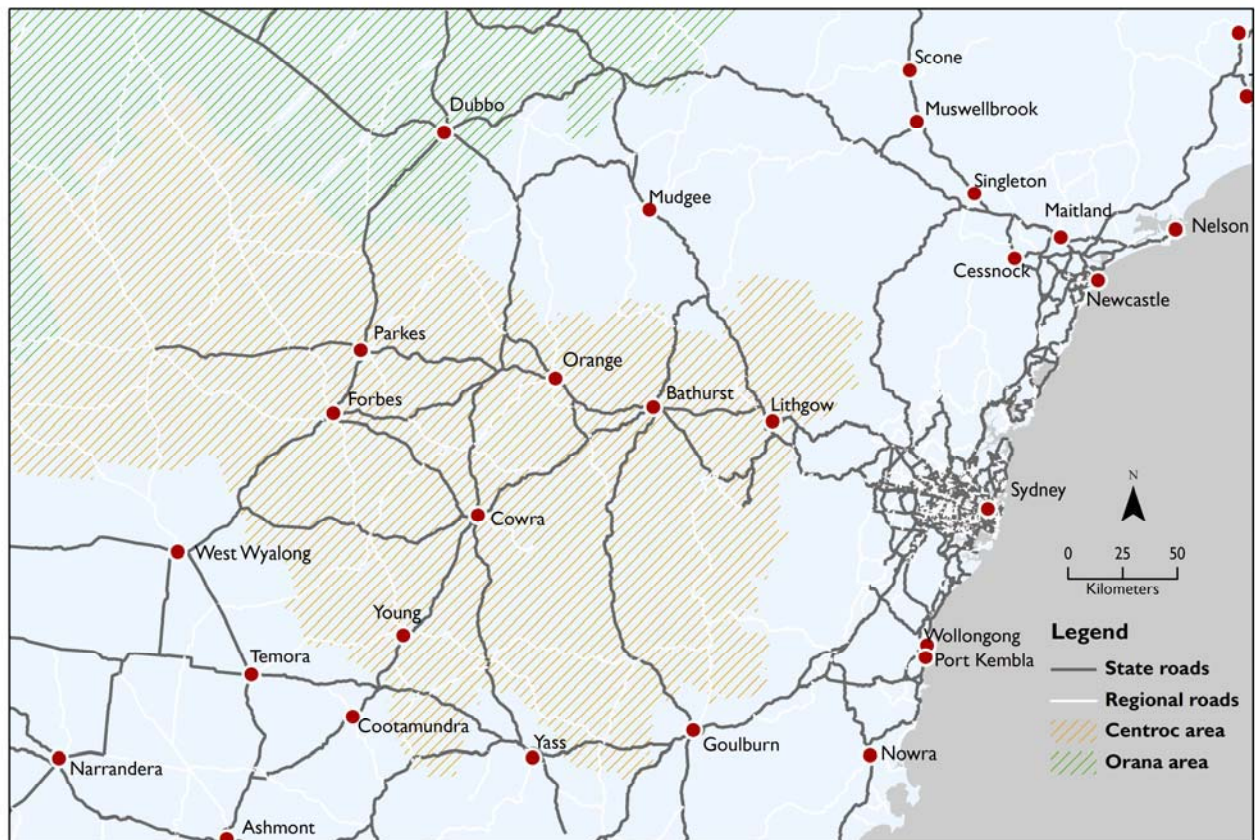


Figure 4-2 Regional Map of NSW showing Central and Western Council areas (Centroc and Orana)
(Source: RTA 2010)

4.3.2 North West Sydney

The Bells Line of Road corridor currently extends to North Richmond in the north west of Sydney and provides important arterial route and local access functions in the area. It also provides a crossing of the Hawkesbury River.

The north west is a major residential growth area of Sydney. The North West Growth Centre of Sydney is located within the boundaries of three Local Government Areas – Hawkesbury, Blacktown and The Hills. The Growth Centre, comprising 16 Precincts, is approximately 10,000 hectares and is anticipating to contain about 70,000 new dwellings for 200,000 people in the next 25-30 years.

Precincts will be released for precinct planning progressively. Precincts released for development include Colebee, Marsden Park, Shanes Park, North Kellyville, Alex Avenue, Riverstone, Riverstone West, Area 20, Marsden Park Industrial, Box Hill, Box Hill Industrial and Schofields (refer **Figure 4-3**). (Source: Department of Planning www.planning.nsw.gov.au).

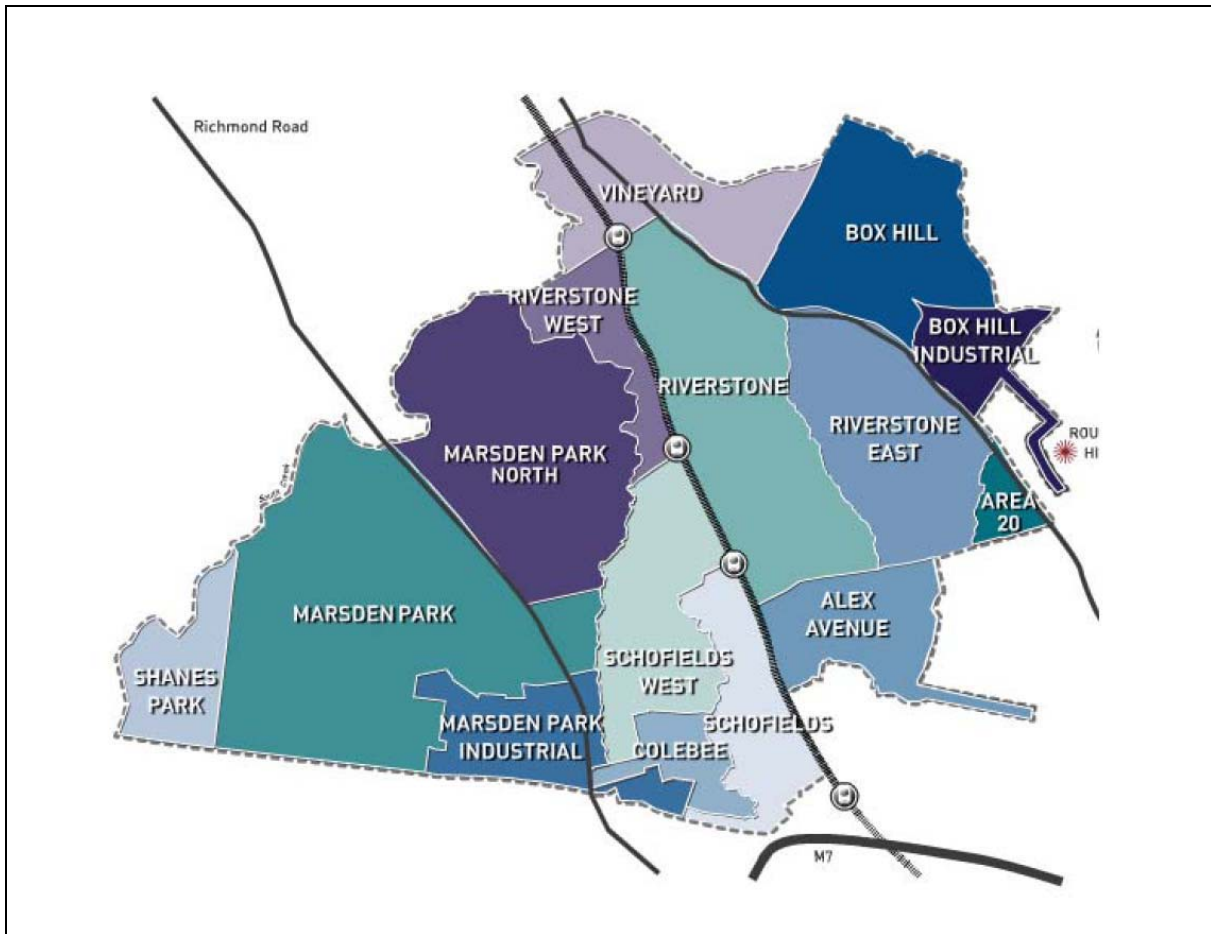


Figure 4-3 North West Sydney Growth Centre

Source: Department of Planning

Any future upgrade of the Bells Line of Road corridor would be important to both the established and new growth areas with consideration of crossing alternatives for the Hawkesbury River and the provision of an arterial link to the Sydney motorway network. It would support the residential and economic growth of this area.

The Western Sydney Regional Organisation of Councils (WSROC) is a regional association of councils including eleven local government areas: Auburn Council, Bankstown City Council, The Hills Shire Council and Blacktown, Blue Mountains, Fairfield, Hawkesbury, Holroyd, Liverpool, Parramatta and Penrith City Councils.

The WSROC Region has substantial residential, rural, industrial, commercial, institutional and military activity areas. The WSROC Region encompasses a total land area of about 5,800 square kilometres, including national parks, waterways and parklands. The LGA with the largest population in the WSROC Region is Blacktown City, with Hawkesbury City having the smallest population. The LGA with the largest land area is Hawkesbury City, with Auburn Council having the smallest land area.

4.4 Identified stakeholders

The stakeholders currently identified for the Plan as well as their potential interests, issues and concerns; are found in **Appendix I**. This list will be progressively updated throughout the development of the Plan.

4.5 Issues raised by the community to date

This section provides an outline of known issues associated with the future upgrade of Bells Line of Road and the Long Term Strategic Corridor Plan.

4.5.1 Timing of future Bells Line of Road Upgrade

The current traffic and population growth data indicates that there is no need for a major upgrade of the Bells Line of Road until after 2033. However, studies to date have also recommended that planning for the reservation of a road corridor should be carried out.

For some community members, the proposed timeframe of the future upgrade will be too long. For others there will be concern that the project may be brought forward.

The expectations of these groups need to be considered. The scope of the Plan and its focus on a long term strategic plan also needs to be communicated well.

4.5.2 Property impacts

A key issue in planning road projects is potential impacts on property values. The RTA understands that studies such as these have the potential to raise concern from the community regarding potential impacts to properties, amenity and other aspects of community value. The RTA is committed to minimising unnecessary concern and anxiety, particularly as this is long term planning. This issue is required to be handled sensitively by the project team. Good information on timeframes and planning processes as well as communication with landholders is required for this Plan.

4.5.3 Cost estimates

Cost benefits and economic justification of any future upgrade are identified issues in the studies undertaken to date for Bells Line of Road. These issues, along with future funding for the strategic planning will remain considerations in the development of the Plan.

4.5.4 B-Double road freight

Some community members and groups consider that the upgrade of the Bells Line of Road corridor to a standard suitable for use as a B-Double freight route would be a significant benefit of a future upgrade.

This is an issue of concern to other community members and groups, particularly in rural and residential areas.

4.5.5 Investment in rail for freight

The efficiencies as well as environmental and social benefits of investing in rail for freight are issues that have been raised by the community. Mode-share considerations and plans for future rail network enhancements would be expected to be raised as issues during the development of the Plan.

4.5.6 Regional economic growth and population decentralisation

The Central West Transport Needs Study (April 2009) anticipated a declining population in the Central West region over the next 10 years. There is a view that upgrading the Bells Line of Road would be a stimulus to population decentralisation and economic growth and that improved infrastructure would allow access to the employment opportunities of the growing economy of western Sydney. These issues will be considered in the development of the Plan.

4.5.7 Impact on local amenity/environment

Amenity including noise, air quality, life style, severance of townships and local environment are issues of concern to the community. This is particularly the case in areas that are currently located away from major roads.

4.5.8 Flooding and second crossing of the Hawkesbury River

Flooding is a major issue in the eastern section of the Bells Line of Road corridor, (the geographic area from Bells Line of Road near Kurrajong Heights to the Sydney Motorway Network). The consideration of any increase in the capacity, or another crossing of the Hawkesbury/Nepean River Floodplain would be of interest to the community.

4.5.9 Threatened species and communities, including Cumberland Plain Woodland

Any future upgrade of the Bells Line of Road corridor has the potential to affect flora, fauna, habitats and ecological communities, including threatened species, including remnant Cumberland Plain Woodland. Environmental groups have indicated that it would be preferable to set aside these areas as conservation corridors. The protection of rare and threatened species will be considered during the development of the Plan.

4.5.10 Greater Blue Mountains World Heritage Area

The Bells Line of Road corridor runs directly adjacent to the World Heritage Area listed Wollemi and Blue Mountains National Parks for parts of its length, including between Bell and Mt Tomah, a distance of about 20 km. Concerns include potential impacts to the environmental and social values of this area. These issues require consideration during the development of the Plan.

4.5.11 Heritage

Heritage, both Aboriginal and non-Aboriginal, is a key value to the local communities of the area.

Bells Line of Road is rich in history, buildings and artefacts dating back to the early days of British settlement. The Bells Line of Road corridor also contains areas and items of significant Aboriginal conservation and cultural heritage value. These issues require consideration during the development of the Plan.

4.5.12 Tourism

The Bells Line of Road is a popular tourist route and a weekend tourism destination. Much of the adjacent local population relies, directly or indirectly, on the tourism industry for its income. The prospect of major increases in traffic volume and heavy vehicles is likely to be seen as detracting from the character of the road and its surrounds, and would form part of the considerations of the Plan.

5 Consultation methodology

This section provides an outline of the way that consultation will be undertaken for the Bells Line of Road Long Term Corridor Plan. It first describes the broad consultation objective; and then provides details on consultation principles, methodology, timeframes and tools. It provides information on consultation management and privacy.

5.1 Consultation objective

The main consultation objective is:

- to ensure that the Bells Line of Road Long Term Strategic Corridor Plan is developed through extensive consultation with local communities and stakeholders about the future of the Bells Line of Road corridor.

5.2 Consultation principles

The project will be conducted using the consultation principles as outlined in **Table 5-1**:

Table 5-1 Consultation Principles - Bells Line of Road Long Term Strategic Corridor Plan

| Consultation Principles – Bells Line of Road Long Term Strategic Corridor Plan | |
|--|--|
| 1. Accessibility | <p>Provide a team that is highly accessible for the duration of the Plan's development.</p> <p>This will be done through:</p> <ul style="list-style-type: none">• Face-to-face community information days, briefings and property owner meetings.• Access to the project team via email, postal address and toll-free phone number.• The assignment of a project team member (consistent contact) to each enquiry.• Welcoming feedback, information and other input from the community at any time during the Plan's development. |
| 2. Transparency and public accountability | <p>Record, publish, and make information publicly available. Ensure the community and stakeholders are provided with information on the decision making processes for this Plan.</p> <p>This will be done through:</p> <ul style="list-style-type: none">• Publication of the decision-making framework, program and process for the Plan's development (refer sections 2 and 3 of this document).• Sharing of information generated through the publication of reports and studies at timely intervals.• Sharing of community input and issues through the publication of community issues report.• Provision of source documentation via a 'library' of information on the Plan's website.• Publication of a register of meetings with stakeholders.• Publication of meeting notes from community information sessions and |

stakeholder meetings (for privacy, this would not include private or landholder or otherwise confidential meetings).

- Publication of monthly update as the project progresses.

3. Equitable participation and fair process

Allow the comments and input of all community members and stakeholders to be considered equitably in the decision making processes.

This will be done through:

- Analysing and considering the specific needs and interests of the community and stakeholders in designing the processes for community involvement.
- Recognising that interest in the Plan extends well beyond the main project investigation area.
- Providing participation opportunities for all communities and stakeholders who are interested in, or may be impacted by the activities and decision-making of the RTA.
- Providing information on how and when public input influences the planning and decision making processes.
- Ensuring that information and studies are accessible by all.
- Providing extensive online facilities for participation, including an online forum.
- Ensuring the timely distribution of information.
- Developing display and other materials that are easy to read, well set out and enable the community to enable informed input to the process.
- Recording and consideration of all issues raised in the consultation processes.
- Engendering a decision making process that is inclusive of diverse community opinions and respectful of all views.
- Making decisions that can be shown to be a balance of community and stakeholder needs and expectations.
- Recording and respond to issues raised by the community with regards to fairness and equity.
- Making 'fair process' a reporting item to the Governmental Steering Committee.

4. Continuous improvement

Build mechanisms to review, evaluate and improve the community involvement program.

This will be done through:

- Reviewing, evaluating and updating this Community Involvement Strategy at appropriate intervals and updating on the website.
- Reviewing media coverage.
- Recording, considering and responding to feedback received by the RTA on the consultation process.
- Including consultation review/ correction/ improvement processes into project quality systems.
- Encouraging innovation in consultation in the project team.
- Undertaking a workshop at the completion of the Plan to capture 'lessons learnt' and to identify successes and areas for improvement.

5.3 Consultation methodology

There are three main consultation stages involved in the development of the Plan:

- Stage 1: Project start-up.
- Stage 2: Information gathering, mapping of constraints, values and opportunities.
- Stage 3: Development of a Long Term Strategic Corridor Plan.

The broad consultation methodology for the Plan is found below in **Table 5-2**. Further detail on the consultation is found in **Section 5.4**.

Table 5-2 Broad consultation methodology - Bells Line of Road Long Term Strategic Corridor Plan

| Broad Consultation Methodology – Bells Line of Road Long Term Strategic Corridor Plan* | | |
|--|--|-------------------------|
| Task | Description | Date |
| STAGE I Start-Up | | |
| 1. Start-up, Terms of Reference including tasks and governance structure developed and agreed. | Consultation with community commences with: <ul style="list-style-type: none"> • Establishment of website, toll-free hotline and email address for inquiries. • Previous two main studies regarding Bells Line of Road on website. • Terms of Reference on website. | 5 March 2010 |
| 2. Development of project brief for contractor following publication of Terms of Reference. | Briefing of relevant state MPs, establish communications and discuss local issues. | 10 March 2010 (ongoing) |
| 3. Implement project governance structure. | Convene first meeting of governmental steering committee (GSC). | 26 March 2010 |
| 4. Commence consultation. | Briefing of councils and other stakeholders. | May 2010, ongoing. |
| 5. Governmental Steering Committee. | Second GSC meeting. | 8 July 2010 |
| 6. Professional Services Contractor appointed. | Advise appointment on website. | 11 August 2010 |

Broad Consultation Methodology – Bells Line of Road Long Term Strategic Corridor Plan*

| Task | Description | Date |
|--|--|----------------|
| <p>7. Identify functional needs and objectives for Bells Line of Road Corridor.</p> <p>Contractor:</p> <ul style="list-style-type: none"> reviews background information. recommends project investigation area. conducts gap analysis and risk analysis. collates information on initial understanding of functional needs and objectives for the Bells Line of Road corridor. collates initial constraints, values and opportunities mapping. prepares summary report for publication. | <ul style="list-style-type: none"> Additional background information and studies placed on project website. Monthly project status reports posted on website. Summary report published. <p>Continuation of:</p> <ul style="list-style-type: none"> Consultation with community via website, email, phone line. Briefings and discussions with councils, stakeholders and MPs. | Aug - Oct 2010 |
| 8. Governmental Steering Committee. | Third GSC meeting (prior to main consultation phase). | Sept 2010 |
| 9. Community Involvement Strategy approved. | Place the Community Involvement Strategy on the project website. | Oct 2010 |

STAGE 2 Information gathering, mapping of constraints, values and opportunities

| Task | Description | Date |
|---|---|--------------|
| <p>10. Information gathering phase.</p> <p>Main consultation phase.</p> <p>Constraints, values and opportunities mapping.</p> | <ul style="list-style-type: none"> Invite submissions and community input on functional needs and objectives for Bells Line of Road corridor and constraints, values and opportunities. Community update prepared and distributed. Background summary and corridor objectives report available on the project website (see Section 5.4.6). Staffed face-to-face community information days (2 in eastern section, 1 in central section, 1 in western section and 1 in central west of NSW). On-line forum launched on key issues. | Nov-Dec 2010 |

Broad Consultation Methodology – Bells Line of Road Long Term Strategic Corridor Plan*

| Task | Description | Date |
|------|--|------|
| | <ul style="list-style-type: none"> • Briefings and other face-to-face discussions. • Static displays. • Agency liaison. • Links to other key websites provided (eg CENTROC, WSROC). • Provision of additional background information and studies on project website. • Monthly project status reports posted on website. • Review Community Involvement Strategy and publish on website. <p>Continuation of:</p> <ul style="list-style-type: none"> • Consultation via website, email, phone line. • Briefings and discussions with councils, stakeholders and MPs. | |

STAGE 3 Development of Long Term Strategic Corridor Plan

| Task | Description | Date |
|--|--|----------------|
| 11. Governmental Steering Committee. | Fourth GSC meeting (constraints mapping, community issues reporting). | Dec/ Jan 2010 |
| 12. Preparation of community issues report. | Prepare community issues report. (Summary of community input to date). | Jan - Feb 2011 |
| 13. Identification of options and opportunities Development of draft Long Term Strategic Corridor Plan. | <p>Take community input regarding constraints, values options, opportunities into account.</p> <p>Continuation of:</p> <ul style="list-style-type: none"> • Consultation via website, email, phone line. • Briefings and discussions with stakeholders and MPs. • Provision of additional | Jan - Jun 2011 |

Broad Consultation Methodology – Bells Line of Road Long Term Strategic Corridor Plan*

| Task | Description | Date |
|---|--|-----------------|
| | background information and studies on project website. <ul style="list-style-type: none"> Monthly project status reports posted on website. | |
| 14. Governmental Steering Committee. | Fifth GSC meeting (Preliminary opportunities evaluation). | Apr-May 2011 |
| 15. Submit Draft Long Term Strategic Corridor Plan to Governmental Steering Committee. | Sixth Governmental Steering Committee meeting (opportunities finalisation and presentation on Long Term Strategic Corridor Plan). | June 2011 |
| 16. Review of Draft Long Term Strategic Corridor Plan to Governmental Steering Committee. | Continuation of <ul style="list-style-type: none"> Consultation via website, email, phone line. Briefings and discussions with stakeholders and MPs. Provision of additional background information and studies on project website. Monthly project status reports posted on website. | June - Nov 2011 |
| 17. Governmental Steering Committee. | Seventh GSC meeting (Plan finalisation). | Sept-Oct 2011 |
| 18. Finalise Long Term Strategic Corridor Plan. | Publish Long Term Strategic Corridor Plan. | Late 2011 |

*** This process and program will be reviewed, refined and updated as the project progresses.**

5.4 Consultation tools

Details on the various consultation tools proposed and resources provided as part of the consultation methodology for the Bells Line of Road Long Term Strategic Plan are provided below.

5.4.1 Contact information

Project email and postal address

The project email address is: Bells_Line_of_Road@rta.nsw.gov.au

The project postal address is:

Bells Line of Road
PO Box 973
Parramatta CBD NSW 2124

Feedback, information or input is welcomed from the community and stakeholders at any time during the development of the Plan.

Project contact number

The project toll free number is 1800 017 787.

The toll free number is staffed Monday to Friday, 9am to 5pm (excluding public holidays). Outside of these hours and during busy times, a recorded message will operate. A project team member will call back as soon as possible.

Consultation database

A consultation database will be set up as part of the consultation process to register contact details for ongoing updates and information; and record comments, issues and input received from the community and other stakeholders. This will be used to manage input and comments and to contact stakeholders.

To register for the consultation database for ongoing updates, email, phone or write to the project team.

5.4.2 Website and online forum

Project web site

The project website address is www.rta.nsw.gov.au/bellslineofroad.

This website includes (or will updated as the project progresses to include):

- The Terms of Reference.
- A background document 'library'.
- A monthly project progress update.
- All community information published as part of the development of the Plan.
- All studies published as part of the development of the Plan.
- Links to the websites of other groups and agencies associated with this project, such as Governmental Steering Committee members including WSROC, CENTROC.
- Links to privacy documentation.
- This Community Involvement Strategy.

Online forum

An online community discussion will be held during the consultation phase of the project (refer **section 5.3**). This site will encourage communities across the project investigation area and beyond to canvass issues and provide input. It will raise awareness of the range of community and stakeholder views across the study area.

The forum will include a discussion on issues such as the needs, objectives and timing for a future upgrade of Bells Line of Road and to gather information regarding constraints, values and opportunities.

The forum will be found at the project website: www.rta.nsw.gov.au/bellslineofroad.

5.4.3 Community information days and displays

The purpose of the community information days is for the project team to provide information; gather views, values, constraints and opportunities from the community; and well as to discuss functional needs and objectives for a future Bells Line of Road upgrade.

Open invitation community information days will be organised for each of the three investigation area sections (west, central and eastern), as well as Orange.

The number of community information sessions to be held will be:

Eastern section: two (2) community information sessions.

Central section: one (1) session.

Western section: one (1) session.

Orange: one (1) session.

Each information session will be presented in a room of sufficient size to allow tables to provide display material, allow seating and the distribution of display panels as appropriate and agreed by the RTA.

Information days will be structured for all participants to contribute their views and opinions, and their understanding of constraints, values and opportunities for the Plan.

Where possible, static (unstaffed) displays of information will also be provided. This could include, for example, at motor registries, council customer service centres and/or council libraries and post offices as space permits.

All planned information sessions and static displays will be advertised by the RTA in nominated local newspapers, and on the project website. All registered stakeholders will be informed via email and other agreed media types of proposed information sessions.

5.4.4 Newspaper advertisements

Advertisements will be placed in appropriate local newspapers for the launch of the project online forum (refer **section 5.4.2**) and community information sessions (refer **section 5.4.3**).

5.4.5 Meetings and briefings

As the project progresses, it is anticipated that a number of meetings and briefings will be held to discuss issues, provide information and answer questions.

The meetings and briefings are anticipated to include:

- Community and landholders.
- Members of Parliament.
- Councils.
- Government agencies.
- Aboriginal community groups.
- Stakeholder groups.
- Community interest, advocacy or action groups.
- Environmental groups.
- Businesses and chambers of commerce.
- Transport groups.

The project team will provide administrative support to stakeholder meetings as requested, including the preparation of agendas and meeting notes, plans, documentation and any other relevant material. Meeting notes from stakeholder meetings will be posted on the project website. Meeting notes with community members, landholders or that are otherwise confidential in nature will not be posted on the internet. (Refer also **section 5.6** on privacy).

5.4.6 Reports and publications

Monthly status reports

A monthly status report on the project progress will be provided and posted on the project web page at the commencement of consultation.

Summary Report

Following the initial review of background documentation (refer **Figure 2-2**), a report will be prepared that summarises existing documentation and provides an initial consideration of the possible functional needs and objectives for an upgraded Bells Line of Road (*Background and Corridor Objective Report, RTA 2010*). The report will be published on the project website at the commencement of consultation and printed copies made available at local libraries as appropriate.

Community update

As part of the main consultation phase (refer **Figure 2-2**) a community update document will be prepared to provide information on the project and the staffed community information sessions. It will invite comment from the community on the functional needs and objectives for the road, as well as input on constraints, values and opportunities associated with a future upgrade of the corridor.

The community update will be posted or emailed to all community members registered on the consultation database. Print copies will be locally distributed during community information sessions. It will also be available electronically on the project web page.

Community issues report

Following the main consultation phase of the project, a community issues report shall be prepared (refer **Figure 2-2**). This report will provide a summary of issues raised on the project to that date, from all consultation methods including face-to-face meetings, community information sessions, the online forum, email and other correspondence. The report will be published online.

Bells Line of Road Long Term Strategic Corridor Plan

Following the main consultation phase of the project (refer **Figure 2-2**), the Bells Line of Road Long Term Strategic Plan is to be prepared, taking into consideration all community and stakeholder comment and input received throughout the project duration.

The report is to carefully consider the needs of the community, stakeholders and road users and to provide a balanced response to community view. A draft report is to be submitted to the Governmental Steering Committee in June 2011. A final report is to be prepared by the end of 2011. The final report is to be published on the project website.

5.5 Consultation management

5.5.1 Contact management

All community contact (email, phone, verbal) will be recorded and entered into the consultation database.

5.5.2 Correspondence management

All email and letter representations received through the project email and postal address from members of the community and from stakeholders will be responded to in writing by either letter or email (target within five business days of receipt).

5.5.3 Questions and complaints management (including fairness of process)

Questions, suggestions for improvement to consultation processes and complaints raised by the community will be recorded and responded to as part of the stakeholder database. Issues relating to fairness of process shall be recorded and responded to as part of this process and reported to the Governmental Steering Committee.

Where issues raised lead to changes to the consultation methodology, this will be updated in the Community Involvement Strategy.

One 'lessons learnt' workshop will be held at the completion of the project to formally identify areas where consultation worked well and where there are areas for improvement. This will be used for ongoing RTA consultation processes.

5.6 Privacy

The RTA holds name, address and land ownership information and other personal information in databases during the planning of many of its projects. The RTA may access landowner contact information from local council databases to provide landholders with information about projects. The RTA must be satisfied that it is in the landowners' interest to receive this information before accessing their address details. The collection of landowner information by the RTA from another public sector agency is conducted in accordance with Privacy NSW Section 41 Direction 'Direction On Information Transfers Between Public Sector Agencies'. The collected information is protected under the requirements of the NSW Privacy and Personal Information Protection Act 1998.

Contact details, comments and information about RTA projects can be compiled from a range of sources, including emails, correspondence and meetings with members of the community. Community updates and documents inviting community comment are accompanied by a statement that clarifies this activity. They state that all information is collected for the sole purpose of assisting in the assessment of the proposal. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless a clear indication is given in the correspondence that such information is not to be published. In most cases this information can remain confidential if requested unless there is a legislative or legal justification, such as under subpoena or statutory instrument which

requires a legal disclosure. Any person submitting information or making a comment have the right of access to, and collection of, the information.

All information collected must be stored securely. Information is held at RTA offices throughout the state. Sometimes it is held by the RTA's contractors on behalf of the RTA. Information may be held for a number of years and be updated.

For further information, including complaints about the handling of personal information, see the brochure 'Protecting your privacy' or the RTA's Privacy Management Plan 2007 at the RTA website at: www.rta.nsw.gov.au. More information about privacy in NSW may be obtained from Privacy NSW at www.lawlink.nsw.gov.au/privacynsw.

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Appendix I

Identified Stakeholders

Appendix I - Identified stakeholders

| Stakeholder* <i>*This table will be reviewed and updated as the project progresses</i> | Potential issues and concerns |
|---|---|
| 1. Federal Government | |
| The Australian Government | <p>Project being undertaken on behalf of NSW and Australian governments.</p> <p>Issues include potential impact on constituents in the project investigation area.</p> |
| 2. NSW Government | |
| The NSW Government | <p>Project being undertaken on behalf of NSW and Australian governments.</p> <p>Issues include potential impact on constituents in the project investigation area.</p> |
| 3. Local Government | |
| Hawkesbury City Council | <p>Safety, traffic and trucks, timing of planning for road. Potential impact on residents, businesses and agriculture, future land use, economic growth including tourism, noise and amenity, environment.</p> <p>Additional crossing of the Hawkesbury River.</p> |
| Penrith City Council | <p>Potential impact on residents, businesses, future land use planning, economic growth, traffic and trucks, noise and amenity.</p> |
| Blue Mountains City Council | <p>Safety, traffic and trucks, timing of planning for road. Potential impact on residents, businesses and agriculture, future land use, economic growth including tourism, noise and amenity, environment.</p> <p>Potential benefits for Great Western Highway traffic and amenity.</p> |
| Lithgow City Council | <p>Safety, traffic and trucks, timing of planning for road. Potential impact on residents, businesses and agriculture, future land use, economic growth including tourism, noise and amenity, environment.</p> <p>Benefits of project to central and western NSW.</p> |

| Stakeholder* <i>*This table will be reviewed and updated as the project progresses</i> | Potential issues and concerns |
|---|---|
| Central NSW Councils (CENTROC) | Safety, accessibility, timing of planning for road. Benefits to Central and Western NSW in terms of economic development and growth. |
| Western Sydney Regional Organisation of Councils (WSROC) | Safety, accessibility, timing of planning for road. Benefits in terms of economic development. |
| Orana Regional Organisation of Councils (OROC) | Safety, accessibility, timing of planning for road. Benefits in terms of economic development. |
| 4. Federal government departments and agencies | |
| Department of Infrastructure and Transport, (Federal DIT) | Funding, planning and co-ordination. |
| Department of Environment, Water, Heritage and the Arts (DEWHA) | Potential of environmental impacts, including to world heritage listed national park and threatened species. |
| 5. NSW government departments and agencies | |
| NSW Department of Premier and Cabinet | Funding, planning and co-ordination. |
| Transport NSW | Funding, planning and co-ordination. |
| NSW Department of Planning (including Heritage Office) | Planning of growth centres. Planning approval and justification. Heritage. |
| Department of Environment, Climate Change and Water (DECCW) | Potential of environmental impacts, including to world heritage listed national park and threatened species. Protection of Aboriginal items, places and heritage. Water quality, including to Sydney's water catchment and supply. Potential impacts of climate change. |
| Royal Botanic Gardens and Domain Trust | |
| NSW National Parks and Wildlife Association | |
| The Hawkesbury-Nepean Catchment Management Authority | |
| Sydney Catchment Authority | |
| Regional Coordination Program | Co-ordination of NSW Government effort at a regional level to maximise benefits to local communities. |
| Regional Development Australia | Promote regional initiatives by co-ordination of Federal and State planning and activities. |
| Central West Committee | |
| Greater Sydney Committee | |

| Stakeholder* <i>*This table will be reviewed and updated as the project progresses</i> | Potential issues and concerns |
|---|--|
| NSW Rural Fire Service & NSW Fire Brigades | Impacts on emergency service planning and provision. |
| Industry & Investment NSW | Impact on industry and economic growth in NSW. |
| Tourism NSW | Protection of tourism values in Hawkesbury and Blue Mountains & promotion of tourism to Central and Western NSW. |

6. Community groups

| | |
|---|--|
| North Richmond District Community Action Association (NRDCAA) | Potential impacts to area. |
| Kurrajong Heights Action Group (KHAG) | Potential impacts to area. |
| Bells Action Group Against the Highway (BAGATH) | Potential impacts to area. |
| Smart Transport Action Network (STAN) | Potential impacts to area. Road and rail transport solutions. |
| Mt Victoria Highway Bypass Action Group | Potential effects to area. Interface with Great Western Highway. |
| Blackheath Highway Action Group (BAG) | Potential effects to area. Interface with Great Western Highway. |
| Hartley Highway Action Group (HHAG) | Potential effects to area. Interface with Great Western Highway. |
| Association of Concerned Mid-Mountains Residents | Potential effects to area. Interface with Great Western Highway. |

7. Transport and road user groups

| | |
|------------------------------------|--|
| The Bells Line of Expressway Group | Safety, accessibility, timing of planning for road. Benefits to central and western NSW in terms of economic development and growth. |
| Australian Trucking Association | Freight transport. |
| NRMA | Safety, accessibility, traffic, freight. |

8. Environment groups

| | |
|--------------------------------------|--|
| Blue Mountains Conservation Society | Environmental protection and climate change. |
| Lithgow Environment Group | Environmental protection and climate change. |
| The Colong Foundation for Wilderness | Environment protection and climate change. |

| Stakeholder* <i>*This table will be reviewed and updated as the project progresses</i> | Potential issues and concerns |
|---|--|
| Western Sydney Conservation Alliance Inc | Protection of Cumberland woodland and promotion of conservation corridor. |
| 9. Aboriginal stakeholders | |
| Deerubbin Local Aboriginal Land Council. | Identification, protection and management of Aboriginal sites. |
| Darug Aboriginal Cultural Heritage Assessments. | Identification, protection and management of Aboriginal sites. |
| Darug Tribal Aboriginal Corporation. | Identification, protection and management of Aboriginal sites. |
| Wiradjuri Regional Aboriginal Land Council | Identification, protection and management of Aboriginal sites. |
| 10. Business and industry groups | |
| NSW Business Chamber plus Sydney Business Chamber | Promotion of business opportunities in NSW. |
| Hawkesbury City Chamber of Commerce Inc. | Monitoring local development and zoning issues. |
| Penrith Valley Chamber of Commerce | |
| Blacktown City Chamber Of Commerce and Industry Inc | |
| Lithgow Business Association | |
| Bathurst Business Chamber | |
| NSW Farmers Association | |
| The Penrith Lakes Development Corporation | Re-development of previous quarry site. |
| 11. Historical/ Heritage | |
| Blue Mountains Association of Cultural Heritage Organisations | Promotion of heritage values of district and preservation of heritage items. |
| Hawkesbury Historical Society | Promotion of heritage values of district and preservation of heritage items. |
| The Nepean District Historical Society | Promotion of heritage values of district and preservation of heritage items. |
| The National Trust | Promotion of heritage values of district and preservation of heritage items. |

| Stakeholder* <i>*This table will be reviewed and updated as the project progresses</i> | Potential issues and concerns |
|---|--|
| 12. Other | |
| Western Research Institute. | Potential effects of upgrade to Central and Western NSW. |

ATTACHMENT 5

**Bells Line of Road Long Term Strategic Corridor Plan -
Background Summary and Corridor Objectives Report**

Bells Line of Road Long Term Strategic Corridor Plan

Background Summary and Corridor
Objectives Report

NOVEMBER 2010

NSW Roads and Traffic Authority

**Bells Line of Road Long
Term Strategic Corridor Plan**

**Background Summary and Corridor
Objectives Report**

220904

Final | 27 October 2010

ARUP
ARUP Pty Ltd ABN 18 000 966 165



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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 220904

ARUP

Executive summary

The Bells Line of Road Long Term Strategic Corridor Plan

The Bells Line of Road Long Term Strategic Corridor Plan (the Plan) is a joint initiative of the New South Wales and Australian governments. With the input of the community, the Plan will:

- Identify a set of corridor objectives for the Bells Line of Road corridor, over the short, medium and long term.
- Identify values, constraints and opportunities as to how the Bells Line of Road corridor could be upgraded in the short, medium and long term.
- Identify strategic corridor opportunities and provide commentary on potential corridor options for the future upgrade of the Bells Line of Road.
- Provide recommendations on how to identify a preferred corridor and the next steps in the process. The development of this Plan is the first step of a longer term upgrade process for Bells Line of Road.

Preparation of the Plan has now commenced.

This report

This report presents for community comment, issues, preliminary corridor objectives and needs that have been developed for the Bells Line of Road corridor. It also provides a concise overview of relevant previous reports and studies.

Previous reports

A number of previous studies have considered the need for an upgrade to the Bells Line of Road, particularly the *Central West Transport Needs Study (2009)* and the *Bells Line of Road Corridor Study (2004)*. These studies have generally concluded that a major upgrade of the Bells Line of Road corridor is not justified on economic, social and environmental grounds until the long term. Previous reports have however suggested that interim improvements to the corridor may be required. They have also identified that consideration should be given to reserving a corridor to enable future connections to Sydney's motorway network and the Great Western Highway.

Preliminary corridor objectives

Preliminary corridor objectives have been developed based on identification of key corridor planning issues. These objectives (for which community comment is being sought) are:

- Improve road safety for all road users (including vehicle users, pedestrians and cyclists).
- Provide an efficient road corridor for moving people and goods.
- Respond to present and future land uses.
- Respect the natural and built environment and community values.

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1 Introduction

1.1 Project background

The Bells Line of Road provides an important link between central and western New South Wales and Sydney. The role of the corridor and the nature and timing of any upgrades has been the subject of ongoing discussions between all levels of government and members of the community. The need for short, medium and long term planning for its future has been widely recognised.

In November 2009, the Australian and NSW Governments jointly announced the commencement of the Long Term Strategic Corridor Plan (the Plan). The Plan will guide the development and reservation of a road corridor for future upgrades to the Bells Line of Road. The Plan will identify short, medium and long term activities for the development of the Bells Line of Road corridor and recommend a timeframe for the sequence of implementation of these activities.

A Terms of Reference document was established in March 2010, which outlines the purpose, approach and scope of the Long Term Strategic Corridor Plan.

Arup Pty Ltd has been engaged to assist in the development of the Bells Line of Road Long Term Strategic Corridor Plan.

The Bells Line of Road runs from North Richmond in the east, to the intersection with the Darling Causeway at Bell in the west. The *Bells Line of Road corridor* refers to the Bells Line of Road as well as associated connections to the Sydney motorway network and the Great Western Highway.

Due to urban expansion and land use changes in north western Sydney, there is a need to ensure that an effective connection between the Bells Line of Road and the Sydney motorway network can be maintained in the longer term. This connection will need to be identified and reserved so that it can be integrated with planning for urban expansion in north-western Sydney.

There is also a need to consider the Bells Line of Road corridor to the west of Bell to ensure that the most appropriate long-term connection can be made between the Bells Line of Road and the Great Western Highway.

The extent to which the Bells Line of Road is upgraded will ultimately be decided in terms of a balance between the needs of the communities that it connects, potential impacts on the sensitive environment within which the corridor is located, and the cost and benefits of any upgrades.

1.2 Purpose of this report

The purpose of this report is to present for community comment, issues, preliminary corridor objectives and needs that have been developed for the Bells Line of Road corridor. It also provides a concise overview of relevant previous reports and studies.

Selected previous studies that considered the need for an upgrade to the Bells Line of Road, including the *Central West Transport Needs Study (2009)* and the *Bells Line of Road Corridor Study (2004)*, have been reviewed and documented.

1.3 Report structure

The structure of this report can be described in the following sequence:

Section 1 – **Introduction**.

Section 2 – **Scope of the Plan** identifying how the Long Term Strategic Corridor Plan will be compiled and how it links with future stages in the development process.

Section 3 – **Review of key previous studies** primarily focusing on previous studies related to the Bells Line of Road that have directly identified the need for the Long Term Strategic Corridor Plan.

Section 4 – **Key issues** which define those issues that have been identified as part of the initial work undertaken for the plan, that need to be considered in its preparation. The list of key issues will be updated after consultation with the community.

Section 5 – **Preliminary corridor objectives** that form the framework for future upgrades of the corridor. It is intended that final corridor objectives will be identified after reviewing community input.

Section 6 – **Next steps** which identifies the activities that will follow the release of this report in the preparation of the Long Term Strategic Corridor Plan.

1.4 Description of the project area

The Bells Line of Road runs from North Richmond in the east, to the intersection with the Darling Causeway at Bell in the west. It forms one of two main road crossings of the Blue Mountains and is therefore an important link between central and western NSW and Sydney.

As outlined by the Terms of Reference of this project, the project area for the Bells Line of Road Long Term Strategic Corridor Plan covers three sections (**Figure 1** below):

- **Eastern section** – from the Bells Line of Road near Kurrajong Heights to the Sydney motorway network.
- **Central section** – from Kurrajong Heights to Bell.
- **Western section** – from Bell to the Great Western Highway.

The three sections have been identified on the basis of environmental character and corridor planning challenges. The three sections covered by the Plan are described below.

Eastern section

The eastern section extends from the Bells Line of Road near Kurrajong Heights to the Sydney motorway network. As the connection corridor and the connection point to the Sydney motorway network have not yet been defined, a relatively wide area will be subject to investigation, encompassing the existing reservation for the Castlereagh Freeway and Windsor Road.

The eastern section includes areas between the M7 motorway and the Bells Line of Road, including much of Sydney's North-West Sector, Richmond and North Richmond. It represents a transition between the rapidly changing urban fringe of north western Sydney and the rural and bushland environment of the lower Bells Line of Road.

Central section

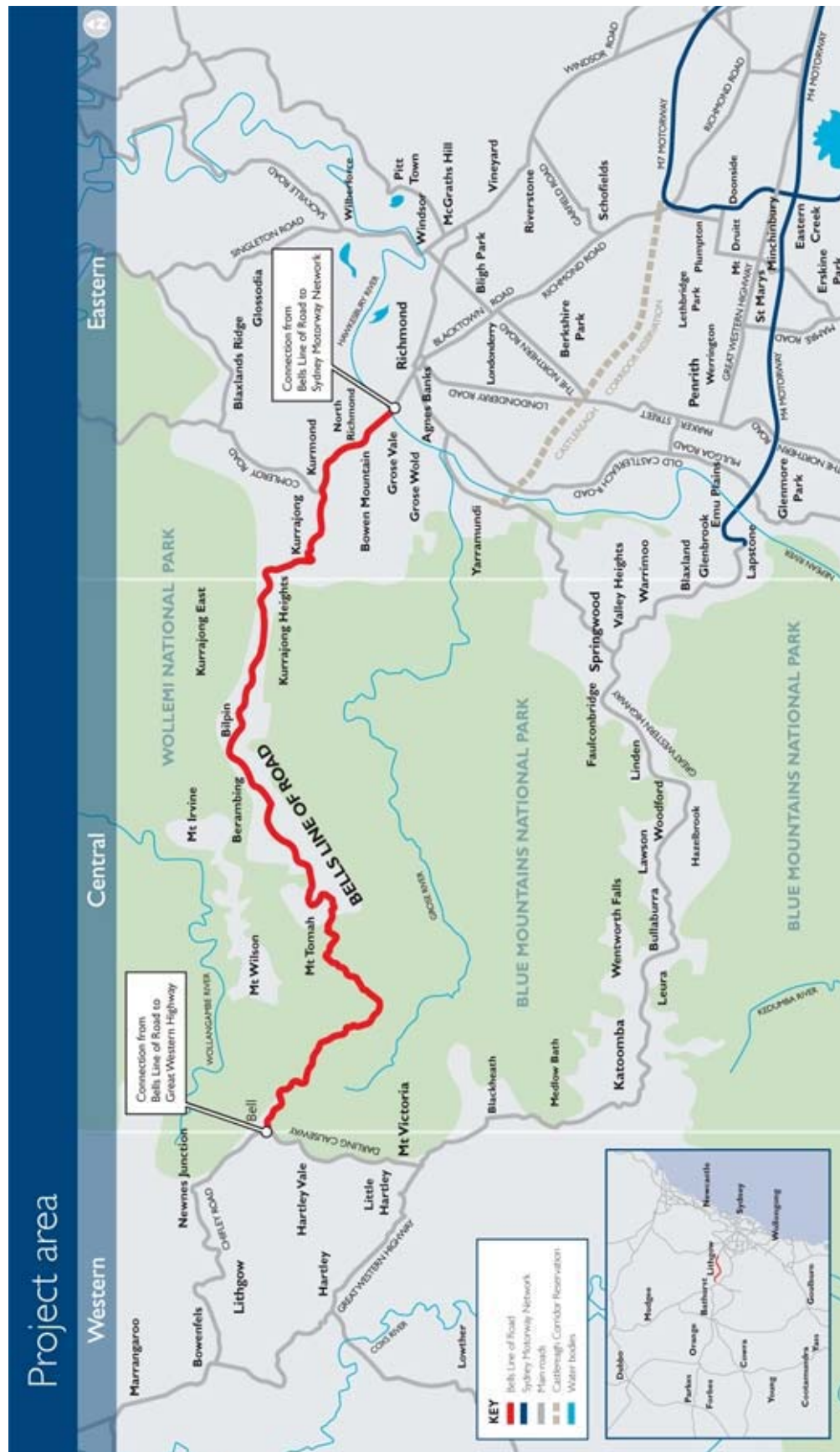
The central section of the investigation area covers the majority of the Bells Line of Road, running from Kurrajong Heights to its western terminus at Bell. The section is characterised by a rural

setting in the east, which gives way to the natural bushland and rugged terrain associated with the Blue Mountains National Park and the Greater Blue Mountains World Heritage Area. Largely because of its environmental constraints, the central section is focused on a corridor defined by the existing Bells Line of Road alignment.

Western section

The western section of the project area incorporates a wide area to the west of the Bells Line of Road that will allow for the future identification of the most appropriate connection between the Bells Line of Road and the Great Western Highway. It is generally bounded by Darling Causeway in the east, Chifley Road and Marrangaroo in the north, and the Great Western Highway in the south. It includes Lithgow, the Newnes Plateau and Hartley Vale, comprising a mix of agricultural land and bushland.

Figure 1 – Bells Line of Road Long Term Strategic Corridor Plan – Project Area.



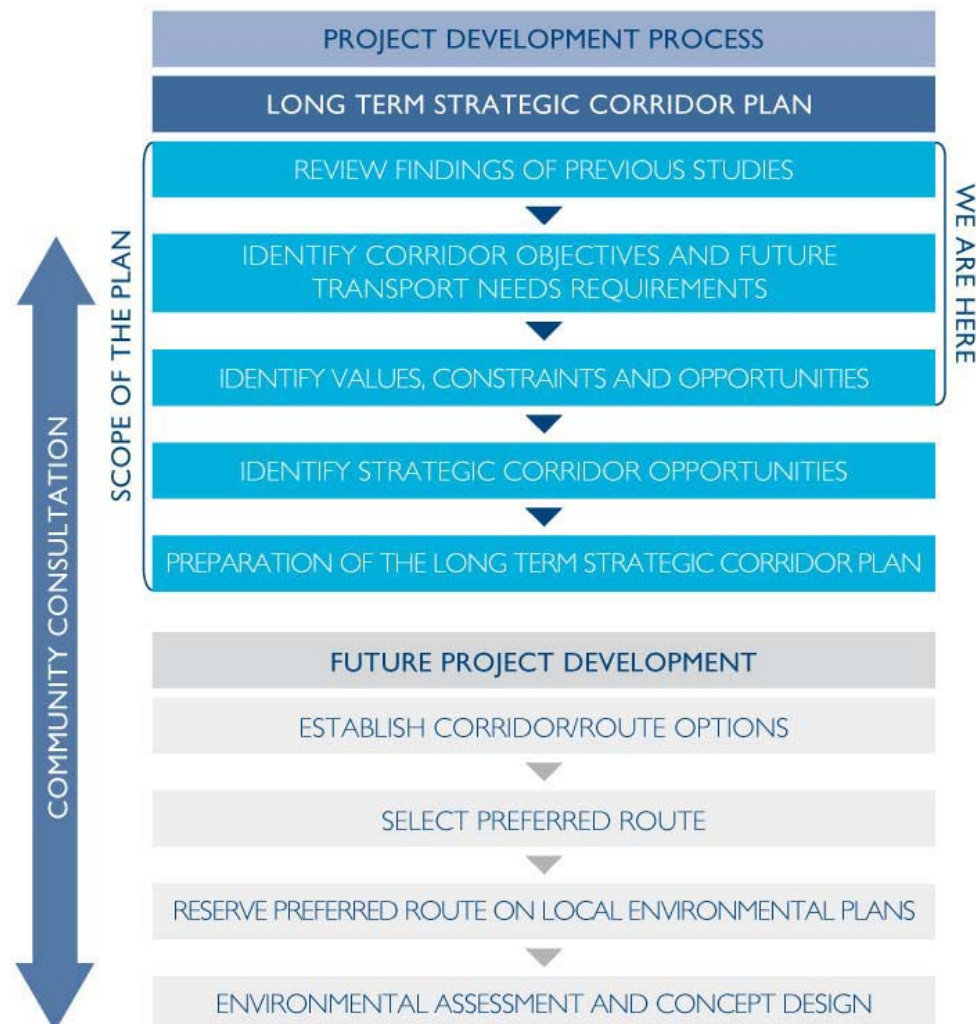
2 Project scope

2.1 Bells Line of Road development process

Previous studies have suggested that the Bells Line of Road will require upgrades in the future. However, the extent, type and timing of upgrades are yet to be determined. The Long Term Strategic Corridor Plan is the first stage of a development process for the corridor that may lead to future upgrades. The tasks that will be undertaken in the preparation of the Plan are described in Section 2.2 below.

Figure 2 shows the context of the Plan within the overall corridor development process, which includes the main activities that will be undertaken up to the reservation of corridors in local planning instruments.

Figure 2 – Bells Line of Road corridor development process



2.2 Tasks

The Terms of Reference for the Long Term Strategic Corridor Plan developed by the NSW and Australian Governments provide the basis for the tasks that will be carried out in completing the Plan (**Figure 2**). The main tasks are to:

- Identify the objectives and short, medium and long-term functional needs for the Bells Line of Road corridor, taking into account expected future transport requirements and land use.
- Through community consultation and strategic investigations, identify constraints, values and opportunities along the Bells Line of Road corridor.
- Identify strategic corridor opportunities and provide commentary on potential options for the future upgrade of the Bells Line of Road corridor.
- Provide recommendations on the future process to identify and select preferred corridors and the undertaking of interim tasks.

2.3 Community involvement

Community involvement will be integral to the development of the Plan. The publishing of this report and the subsequent community consultation activities, represent an important opportunity for the community to provide input to the Plan.

The Plan has a particular focus on early community involvement so that its foundations (particularly the corridor objectives) appropriately reflect the values of the wider community. The project team will involve the community throughout the preparation of the Plan. This includes seeking input into potential corridor constraints and opportunities, ensuring the community is informed on how its input is being addressed and providing additional input at key stages of the project.

A Community Involvement Strategy has been prepared, which describes consultation activities in more detail. This can be downloaded from the project website:
www.rta.nsw.gov.au/bellslineofroad.

Community consultation activities include:

- Community information sessions: community members will have the opportunity to attend these sessions and discuss and identify issues with members of the project team.
- Information displays: posters and other information will be available for viewing by community members.
- Online forum: this is an opportunity for community members to identify opportunities, values and constraints via an online forum and is available on the RTA website.
- Phone, email and post: community members have the opportunity to provide feedback via the project information phone line, email, or by posting a letter.

3 Findings of key previous studies

3.1 Documents reviewed

In the past two decades, a number of studies have been completed that relate to the Bells Line of Road corridor. Studies of specific relevance to the Bells Line of Road corridor upgrade have been reviewed to assist in the development of the Plan. The aim of this section is to provide a concise overview of the key findings from these studies and identify the information that is likely to be used in the preparation of the Plan.

The following three documents are highlighted as key studies that relate to the Plan. These have been reviewed with consideration to the extent of the area investigated, study purpose, key information and outcomes, and relevance to the development of the Plan.

- *Bells Line of Road Development Study*, Maunsell McIntyre, 2000–2001.
- *Bells Line of Road Corridor Study*, SKM, 2004.
- *Central West Transport Needs Study*, SKM for the Department of Infrastructure, Transport, Regional Development and Local Government and the RTA, April 2009.

A number of other studies that help to provide some context to the plan but are not as directly related to its preparation have also been summarised in this section. These include:

- *Penrith to Orange Transport Corridor Strategy*, SKM, 1998.
- *Bells Line of Road Performance Report*, Parsons Brinkerhoff, 2003.
- *Socio-Economic Impact of the Bells Line Expressway Report*, WRI, 2005.
- *Sydney-Dubbo Corridor Study*, SKM, 2006.
- *Review of Blue Mountains Motorway Proposal with Special Reference to Bells Line of Road Motorway*, Applied Economics, 2008.
- *Transport Needs of Sydney's North–West Sector*, WSROC, 2008.
- *Sydney Towards 2036*, Department of Planning, 2010.

All of the reviewed documents are available on the project web site:

www.rta.nsw.gov.au/bellslineofroad

3.2 Bells Line of Road Development Study, Maunsell McIntyre for RTA (2000–2001)

This study was undertaken by Maunsell McIntyre for the RTA and was completed in two parts, in June 2000 and February 2001.

Study purpose

The *Bells Line of Road Development Study* was commissioned by the RTA to review the role of the Bells Line of Road. Stage 1 of the report had the following objectives:

- Determine what role the Bells Line of Road should fulfil as a link across the Blue Mountains, relative to the Great Western Highway.
- Determine options to link the route at North Richmond to key destinations in Sydney, including consideration of flood free routes across the Hawkesbury River and South Creek.

- Assess the feasibility of a range of upgrade options.

The Stage 2 Report recommended a program of works to support the recommendations of the Stage 1 Report.

Extent

The existing conditions and options covered in the report cover the full length of the Bells Line of Road from Richmond to its intersection with Chifley Road at Bell, and Chifley Road from Bell to Lithgow, as well as the Darling Causeway (which connects Bell to the Great Western Highway at Mt Victoria).

Key outcomes

The *Bells Line of Road Development Study* identified five options for the Bells Line of Road. Options ranged from a four-lane divided road to cater for all types of vehicles (including B-Double vehicles longer than 19 m) to minimal capital improvements other than safety improvements. Evaluation of the options highlighted the following considerations:

- Land acquisition opportunities are constrained by the road corridor's proximity to the World Heritage National Parks.
- The Bells Line of Road would be very expensive to upgrade to a higher road alignment standard due to the mountainous terrain.
- Options to widen the route would have significant visual and environmental impacts due to requirements of extensive cut and fill works and vegetation clearance.

The *Bells Line of Road Development Study* concluded that:

- Medium to long-term demand across the Blue Mountains justified the development of only one primary route and a supplementary route.
- The Great Western Highway is already the more developed route and is designated as a Road of National Importance.
- The Bells Line of Road would be very expensive to upgrade to a significantly higher standard because of the mountainous terrain.
- Continued investment in the Great Western Highway should remain the priority, with periodic but limited improvements to the Bells Line of Road as the supplementary route.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

The evaluation of the options considered within the *Bells Line of Road Development Study* is consistent with subsequent studies relating to the Bells Line of Road. As well as the broader recommendations regarding the role of the Bells Line of Road within the regional road network, the *Bells Line of Road Development Study (Stage 2)* presents a fifteen year strategy for recommended improvements at priority locations along the existing Bells Line of Road. These recommendations will be reviewed during the development of the Plan.

3.3 Bells Line of Road Corridor Study, SKM for RTA (2004)

This study was undertaken by Sinclair Knight Merz (SKM) for both the Australian Government Department of Transport and Regional Services (now the Department of Infrastructure and Transport) and the RTA, and was published in November 2004.

Study purpose

The *Bells Line of Road Corridor Study* built upon the *Bells Line of Road Development Study (Maunsell McIntyre 2000-2001)*. It reviewed the options presented in the previous study with a

view to developing a design for the most feasible of the four-lane (B-Double capable) options. This in turn was intended to enable the RTA to report back to the NSW and Australian Governments on the feasibility of a major upgrade of the Bells Line of Road corridor (that is, an upgrade that would allow the Bells Line of Road to become a major road route over the Blue Mountains that could accommodate a wide range of vehicle types).

This study explored issues associated with connections to both the Great Western Highway and the M7 Motorway. However, the detailed components of the study were focused on the Bells Line of Road itself.

Extent

The *Bells Line of Road Corridor Study* focused on the Bells Line of Road, and considered upgrade options between Marrangaroo (on the Great Western Highway west of Lithgow) and the M7 Motorway at Dean Park in western Sydney.

Key outcomes

The *Bells Line of Road Corridor Study (2004)* concluded that:

- All the road upgrade options examined are feasible from an engineering perspective.
- None of the four-lane, B-Double road upgrade options examined appear feasible from an economic perspective for a range of growth assumptions.
- It is highly unlikely that private investment would be forthcoming to progress this project without significant government funding.
- All of the four-lane, B-Double road upgrade options examined would have significant environmental and social impacts.
- Reserving a road corridor to enable future upgrade works along the Bells Line of Road is complex and likely to result in the need for detailed and comprehensive environmental assessment and approval from the Australian and NSW Governments.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

The *Bells Line of Road Corridor Study* contains an analysis of traffic flows, road safety, land use and statutory planning, biology, indigenous and non-indigenous heritage, noise and vibration, hydrology and hydraulics, air quality, engineering feasibility and cost/affordability. Aspects of these investigations will be reviewed and updated in the Plan.

3.4 Central West Transport Needs Study, SKM (2009)

This study was undertaken by Sinclair Knight Merz (SKM) for the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government (now the Department of Infrastructure and Transport) and the RTA, and was published in May 2009.

Study purpose

The *Central West Transport Needs Study* presents short and long-term transport needs for the Central West area of NSW over a timeframe of 25 years from the commencement of the study. The transport needs within the Central West are considered along with the connectivity between the Central West and greater Sydney, Port Botany, Port of Newcastle and Port Kembla.

The study looked at the existing road and rail network including the Bells Line of Road and its use in terms of its size (capacity to transport people and goods effectively), safety and productivity.

The study also calculated the growth in the different economic sectors (agriculture, minerals, coal, manufacturing and tourism) and forecast the resulting transport volumes for each sector that would use the road and rail network, as well as growth of passengers (car and public transport).

Extent

This study focused on the area covered by the Central West Regional Organisation of Councils (CENTROC), which is the local government areas of Bathurst, Blayney, Boorowa, Cabonne, Cowra, Forbes, Harden, Lachlan, Lithgow, Oberon, Orange, Parkes, Upper Lachlan, Weddin, Wellington and Young. The connections between this area and key economic centres were also subject to evaluation. The Bells Line of Road forms one of these connections.

Key outcomes

The *Central West Transport Needs Study* notes the following baseline information regarding the Bells Line of Road (current at the time of the preparation of the study):

- The Bells Line of Road carries 3,000 to 4,000 Annual Average Daily Traffic (AADT) vehicles along its central length compared with 25,000 to 30,000 (AADT) vehicles on the Great Western Highway between towns.
- Constraints associated with the vertical and horizontal alignment (that is, crests and curves) of the Bells Line of Road mean that B-Doubles longer than 19 metres are not permitted to use the Bells Line of Road.
- It is considered unlikely that a significant shift to public transport (above one per cent) in the foreseeable future will occur.
- Crash rates (per million vehicle kilometres travelled) along the Bells Line of Road are higher than the State average and the rate for the Great Western Highway.

The *Central West Transport Needs Study* presents the following outcomes relevant to the Bells Line of Road Long Term Strategic Corridor Plan:

- The existing road network generally has considerable spare capacity.
- Peak hour congestion through Blue Mountains' towns on the Great Western Highway may result in increased use of the Bells Line of Road.
- The RTA's current policy of improving the capacity along the Great Western Highway, reinforcing its role as the main route over the Blue Mountains, is appropriate.
- The study also makes reference to the Bells Line of Road investigations conducted in 2004, and in particular a four-lane option at an estimated cost of \$3 billion. This study re-emphasises that investment in the Bells Line of Road in the form of a four-lane option would be justified in terms of traffic demand only after 2033 (that is, beyond the planning horizon evaluated by the study).
- The study identified the need to preserve a corridor for upgrades to the Bells Line of Road for future needs beyond 2033.
- The study notes that there is a need for further safety enhancements to the Bells Line of Road in what it defines as the longer term (2015–2033).

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

Although the *Central West Transport Needs Study* had a broader scope and geographical considerations, it provides a useful platform and context for the Bells Line of Road Long Term Strategic Corridor Plan. It includes forecast road traffic volumes for the region (including the Bells Line of Road), which will be reviewed and used as appropriate in the Long Term Strategic Corridor Plan. The study also included stakeholder consultation, which will complement the community and stakeholder consultation work that is being undertaken for the Plan.

3.5 Other relevant background studies

Other relevant studies are summarised below. These include transport and planning studies where the Bells Line of Road was not a focus, but provide context to planning for the Bells Line of Road corridor. Studies related to the Bells Line of Road motorway/expressway proposal have also been reviewed.

Penrith to Orange Transport Corridor Strategy, SKM (1998)

This study was undertaken by Sinclair Knight Merz (SKM) for the Penrith to Orange Transport Corridor Task Force (comprising the RTA, Department of Transport, Department of Urban Affairs and Planning) and published in December 1998.

The *Penrith to Orange Transport Corridor Strategy* explored the short and long-term actions to manage the Penrith to Orange Corridor. The corridor is defined as the Great Western Highway from Penrith to Lithgow and what is termed “the central west section of the mountains” from Lithgow to Orange. The Bells Line of Road is not specifically discussed in the strategy.

The *Penrith to Orange Transport Corridor Strategy* evaluated the cost and other project evaluation criteria for a four-lane expressway (110 km/h highway with limited access) along the Great Western Highway alignment from Penrith to Lithgow and suggested that this could not be justified on any reasonable criteria of environmental impact and cost (also taking into consideration potential funding from tolls). The *Penrith to Orange Transport Corridor Strategy* made recommendations for actions for the short, medium and long term that related to future land use considerations, upgrades to the Great Western Highway, local road improvements and incentives (such as improved infrastructure and service) to support greater rail use.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

This study provides an historical context in relation to transport planning for the crossing of the Blue Mountains.

Bells Line of Road Performance Report, Parsons Brinkerhoff (2003)

This report was undertaken by Parsons Brinkerhoff for NRMA Motoring and Services and published in December 2003.

The *Bells Line of Road Performance Report* described and evaluated the condition and operation of the Bells Line of Road. The study area for the survey covered 74.6 km of the Bells Line of Road, and associated connections, from Terrace Road/Grose Vale Road at Richmond to Hartley Valley Road in Lithgow. The key attributes and concerns identified by the *Bells Line of Road Performance Report* are found below:

- **Overtaking lanes** – There were limited overtaking lanes along the route.
- **Traffic volumes** – 1999 AADT data suggest that the eastern most 20 kilometres has significantly higher traffic volumes than the remainder of the Bells Line of Road.
- **Horizontal alignment** – There is a high concentration of curves in the Blue Mountains. Curves in the route lessen travelling comfort, increase crash rates and generally result in poor route performance.
- **Clear zone objects** – Objects such as trees lining the route present hazards for drivers. These objects were particularly present on the eastbound direction of the route in the Hawkesbury LGA.

- **Divided carriageways** – Divided carriageways minimise the incidence of head-on crashes. The Report identified that only 1.2 per cent of the Bells Line of Road has a divided carriageway.
- **Crash data** – RTA crash statistics for the Bells Line of Road identify that from 2000–2002, five fatalities and 135 injuries were recorded. The Report highlights that there are 17 black spots (locations with three or more crashes in a recent three-year period at a specific site) on the Bells Line of Road. Four of these black spots occur in steep sections of the road on the two approaches to the Blue Mountains. Crashes were also prevalent at sharp curves.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

The findings of this study will be utilised in the identification of areas of short, medium and long term need for corridor upgrades.

Socio-economic Impact of the Bells Line Expressway Report, WRI (2005)

This report was conducted by the Western Research Institute (WRI) for the Bells Line Expressway Group and published in September 2005.

The report focused on understanding the benefits of a Bells Line of Road expressway from a broad strategic perspective. The *Socio Economic Impact Study* reviews the SKM (2004) *Bells Line of Road Corridor Study* and suggests that the SKM (2004) calculations did not take into account broader regional benefits of a major upgrade. The report suggests that upgrades to the Bells Line of Road would impact on the region positively from an industry, tourism, population migration and economic integration perspective. Within five years of a Bells Line of Road expressway (a four-lane divided carriageway road) being implemented, the report suggests the following benefits:

- \$268 million in gross regional product (in 2005 dollars).
- \$122 million in household income (in 2005 dollars).
- 3062 full-time equivalent jobs.

The report suggests further cost savings would be expected to be gained through vehicle operating savings, crash savings costs and time saving costs.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

This study is an important component of the ongoing public debate regarding the advantages and disadvantages of a Bells Line of Road expressway/motorway. Its findings will be reviewed as part of identifying an appropriate long term role for the corridor.

Sydney–Dubbo Corridor Study, SKM (2006)

This study was undertaken by Sinclair Knight Merz (SKM) for the Australian Government Department of Transport and Regional Services (now the Department of Infrastructure and Transport) and was published in 2006.

The purpose of the *Sydney to Dubbo Corridor Study* was to identify a long-term strategy for the Sydney–Dubbo Corridor with consideration to the future demand for freight and passenger transport. The corridor includes the Bells Line of Road (as one of two routes across the Blue Mountains).

Transport modelling was conducted as part of the study for the most likely future scenario for the Sydney to Dubbo Corridor. Outcomes of the modelling relevant to planning for the Bells Line of Road corridor include:

- Capacity deficiencies were identified through traffic projections on the Great Western Highway between Lawson and Wentworth Falls by 2015 and between Faulconbridge and Lawson by 2030 and in Bathurst by 2030.
- A key challenge identified for agencies involved in transport planning is the provision of efficient transport for the needs of three conflicting traffic movements: local traffic, long distance traffic and through traffic/intra regional traffic.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

Aspects of the transport modelling undertaken for this study are relevant to the transport analysis that will be included in the preparation of the Plan.

Review of Blue Mountains motorway proposal with special reference to Bells Line of Road motorway, Applied Economics (2008)

This review was conducted by Applied Economics on behalf of the NSW RTA and published in June 2008.

The Applied Economics study for the RTA reviews previous reports relating to a possible motorway/expressway across the Blue Mountains, with special reference to a Bells Line of Road motorway from Richmond to Lithgow. This study provides an independent economic assessment of the Bells Line of Road motorway proposal.

The documents evaluated within this review included:

- SKM, 1998, 1999 Penrith to Orange Transport Corridor Task Force Reports.
- Maunsell, 2000, 2001 Bells Line of Road Development Studies.
- SKM, 2004, *Bells Line of Road Corridor Study*.
- Western Research Institute Reports (WRI, 2005, 2006a, 2006b).

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

This study is another important contribution to the ongoing public debate regarding the advantages and disadvantages of a Bells Line of Road expressway/motorway. Its findings will be reviewed as part of identifying an appropriate long term role for the corridor.

Transport Needs of Sydney's North-West Sector, WSROC (2008)

This study, undertaken by the Western Sydney Regional Organisation of Councils (WSROC), was published in September 2008 as a submission to an inquiry of the same name that was conducted by the NSW Government's General Purpose Standing Committee No. 4.

WSROC conducted a study to understand the future needs for Sydney's north-west sector. It defines the north-west sector as an area of 5,252 km², including the strategic centres of Penrith, Blacktown, Castle Hill and Rouse Hill. This in turn is part of the north-west Sydney sub-region, which comprises the local government areas of The Hills, Blacktown, Blue Mountains, Hawkesbury and Penrith.

Community consultation referred to in the study is regarded as highlighting that the upgrade of road infrastructure is urgently required for commercial, private and public transport. The study indicated that the key considerations facing the north-west sector include:

- The north-western Sydney sub-region is earmarked for the greatest share of Sydney's future housing and employment growth towards 2030 (23 per cent and 24 per cent growth respectively).

- The north-western Sydney sub-region has the lowest proportion of trips by public transport of any of the Sydney Metropolitan Strategy sub-regions.
- Greater western Sydney is a major destination for freight that is transported within Sydney and throughout Australia.

The study identifies a number of priorities to address the north-west sector's transport issues. These included construction of a North-West metro or Rail Link, provision of strategic bus corridors, and various road infrastructure improvements such as the link between the M2/M7 and the F3.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

This study clearly identifies the position of western Sydney local governments in relation to the transport needs of their area. It highlights the transport challenges faced in north-western Sydney. The pressures on the north-western Sydney road network will need to be evaluated in the Plan in the context of increasing traffic that may enter the network from the Bells Line of Road corridor.

Sydney Towards 2036, Department of Planning, 2010

The Department of Planning projects Sydney's population in 2036 to reach close to six million people. In March 2010, the Department of Planning released a discussion paper, *Sydney Towards 2036*, to assist with the five-year review of the Metropolitan Strategy. It sets out challenges including the further 770,000 new dwellings required to accommodate the forecasted growth in Sydney by 2036. The current *Metropolitan Strategy* plans for 30 per cent of new housing to be developed in greenfield areas in the North-West and South-West Growth Centres.

Any connection between the Bells Line of Road and the Sydney motorway network would traverse the North-West Growth Centre. Targets from the Department of Planning and the Growth Centres Commission relevant to the Bells Line of Road study are shown in **Table 1**.

These population growth projections will be taken into account in the development of the plan, particularly in relation to the capacity of potential connections to the Sydney motorway network.

The North-West Subregion, as defined by the Department of Planning, includes part or all of the following local government areas:

- Hawkesbury
- Blue Mountains
- Penrith
- The Hills
- Blacktown

The North-West Growth Centre, as defined by the Department of Planning, includes three local government areas:

- The Hills
- Blacktown
- Hawkesbury

It consists of 16 precincts, which are progressively released for development over the next 30 years.

Table 1 – Forecasts for the North–West Region and North–West Growth Centre

| | North–West Region* | North–West Growth Centre** |
|--|---------------------------|---|
| Population in 2006 | 761,100 | n/a |
| Growth in population by 2036 | 394,500 | n/a |
| Total population by 2036 | 1,155,600 | 175,200 |
| Additional dwellings to 2036 | 163,700 | 62,000 (target) – final number is to be resolved through Precinct Planning. |
| Additional employment capacity to 2036 | 166,160 | n/a |

* Source: Metropolitan Strategy Review, Department of Planning, 2010. Includes part or all of the Hawkesbury, Blue Mountains, Penrith, The Hills and Blacktown local government areas.

** Source: Strategies and Land Release, Department of Planning, March 2010. Includes part or all of the Hills, Blacktown and Hawkesbury local government areas.

Relevance to the Bells Line of Road Long Term Strategic Corridor Plan

Increasing population and changing land use in north-western Sydney will have implications for the location of potential connections between the Bells Line of Road corridor and the Sydney motorway network. The population increases will also place pressures on the existing road infrastructure, which will need to be taken into account when identifying potential corridor connections.

4 Key issues

The review of previous studies has provided a basis for the identification of key issues that will need to be addressed in the preparation of the Long Term Strategic Corridor Plan and in subsequent stages of the Bells Line of Road development process. The list of key issues that has been developed will remain *live* throughout the project, meaning that it will be built upon through community input and further technical studies.

The key issues inform the identification of the corridor objectives. Preliminary corridor objectives are described in Section 5.

The initial list of key issues is provided below and grouped into the broad categories of safety, transport and access, land use and development, and environment.

Safety

Road safety is a key consideration in all road upgrade projects. The steep terrain traversed by the Bells Line of Road presents one of the main challenges to safety along with the mix of heavy and light vehicles, and of local and through traffic. Key issues to be considered in the planning and development of the corridor include:

- The need for road safety-related improvement measures to be considered in the short term.
- Identification of appropriate design speed.
- Design for horizontal and vertical alignment (crests and curves).
- Conflicts with private property access.
- Service road provision and access for emergency vehicles during potential bushfires and flood events.
- Provision for school safety zones.
- Crashes with wildlife.
- The need for safe crossing points for pedestrians and cyclists.
- Appropriate consideration of contributing factors to crashes – for example fatigue, speed, unfamiliarity with the road environment.
- Need to inform road users about unplanned incidents and emergencies.
- Provision of a forgiving road environment.

Transport and access

There are many different road users of the Bells Line of Road. As well as providing a link to move people and goods between Sydney and the Central West, the Bells Line of Road also includes a proportion of local traffic movements, especially around the various townships along the corridor. Key issues to be considered in the planning and development of the corridor include:

- The existing and potential role of the corridor in the economy of central and western NSW.
- Balancing the need for local and regional access and mobility for all road users and land use development.
- Equity of access to Sydney and country regional areas.

- Future freight access over the Blue Mountains (for example, B-Double trucks larger than 19 m are currently not permitted on the Bells Line of Road or the Great Western Highway over the Blue Mountains).
- Traffic delays due to a mix of traffic types (heavy and light vehicles, local and through traffic) and the existing road alignment.
- Provision of public transport (particularly buses) in an environment with high levels of car dependency and use.
- Access for buses to serve the tourism role of the Bells Line of Road.
- Local access to village areas along the corridor by pedestrians and cyclists.
- A need to review assumptions from previous studies, especially regarding projected traffic growth.
- Connectivity between the Bells Line of Road corridor and the Sydney road network in relation to the timing of future land use plans and development.
- Current delays to general traffic associated with the use of heavy vehicles over steep grades.

Land use and development

Considerable urban expansion is planned for north-western Sydney over the coming years. If the Bells Line of Road is to connect effectively to the Sydney motorway network, sections of new corridor may be required, while existing road corridors may need to be improved. The requirements for this connection will need to be integrated with land use planning. Upgrades to the corridor may also trigger development in central and western NSW. Key issues to be considered in the planning and development of the corridor include:

- The development and growing importance of the North–West Growth Centre (including changing land uses and development beyond current planning horizons and population projections).
- Population and economic growth assumptions.
- Consideration of potential impacts to existing land uses, including residential and farming areas.

Environment

The Bells Line of Road traverses a number of significant and sensitive environments. The corridor includes a range of ecological, social and cultural values. Key issues to be considered in the planning and development of the corridor include:

- The proximity of the Bells Line of Road corridor to Blue Mountains National Park, and the Greater Blue Mountains World Heritage Area.
- Potential impacts on Aboriginal and non-Aboriginal cultural heritage.
- Relationship between road development and amenity/scenic value (including value for recreational users and amenity for drivers and residents).
- Water quality and aquatic habitat.
- Existence of threatened species and ecological communities.
- Wildlife habitat and movement patterns.
- Management of riparian (river and creek) corridors.

- The unique character of the Bells Line of Road defined by the communities, environment, views, landform and vegetation along the corridor.
- Potential severance of communities located along the corridor.
- Potential noise impacts on communities along the corridor.
- Potential air quality impacts on communities along the corridor.
- Property impacts associated with any road development.
- Business impacts associated with any road development.

5 Preliminary corridor objectives

A number of preliminary corridor objectives have been identified to guide the development of the Bells Line of Road corridor. These reflect the specific key issues described in the previous section, and provide a structure to commence discussions on corridor planning.

Future decisions regarding the location and extent of upgrades will be a balance of how well the corridor objectives are achieved against the cost of the upgrade. Cost may include up front capital cost as well as the cost over the life of an upgrade, including maintenance.

The community is encouraged to comment on the wording of these objectives, and how well they address community views and values for the corridor. Community input and feedback will be reviewed and considered before the corridor objectives are finalised.

Each objective is described below along with the ways that they will be addressed in the preparation of the Plan.

Safety objective

Improve road safety for all road users (including vehicle users, pedestrians and cyclists).

Improvements to road safety are a primary RTA objective in any road corridor development project. The Plan will review existing crash statistics on the Bells Line of Road corridor, as well as the existing corridor conditions to identify any areas of concern. The alignment of the existing corridor will be evaluated to identify the types and general locations of improvements that may be required in the short term. Recommendations will be made as to how to approach medium and long-term safety improvements. Future phases of the corridor development process will identify specific safety improvements to be implemented in the short, medium and long term.

The safety of pedestrians and cyclists will also be part of these considerations, with a focus on the more populated areas of the corridor. Existing and potential conflicts between vehicular traffic and pedestrians/cyclists will be identified, along with potential solutions.

Transport and access objective

Provide an efficient road corridor for moving people and goods.

This objective addresses the primary function of the Bells Line of Road corridor. The transport efficiency of the road corridor refers to the speed and reliability with which people and goods can move through and circulate within the corridor. Efficiency increases may be achieved through corridor upgrades that improve the road alignment, increase road capacity and reduce delays at intersections. However, the benefits to be gained from increasing the transport efficiency of the corridor will need to be balanced with cost and potential impacts on the community and the environment.

The plan will review expected future transport requirements for the corridor, as well as various long-term upgrade options that have been identified in previous studies and reports. It will examine how appropriate connections to the Sydney motorway network (to the east) and the Great Western Highway (to the west) might be made.

Access refers to how efficiently a given traffic type can enter the corridor. This objective recognises that the corridor has an ongoing role in catering for a mix of traffic types. The plan will consider how access for all these traffic types may be maintained and supported while minimising impacts on transport efficiency.

Strategic corridor opportunities that may be appropriate in the short term to improve transport efficiency will be explored. These will be in the context of the proposed longer term role and character of the corridor that will be guided by the evaluation discussed above.

The Plan will guide future decision-making regarding medium and long term upgrade activities. This will be through an evaluation of:

- Projected traffic growth and the timing and extent of capacity improvements that may be required.
- Potential wider economic benefits to the central west region of improved transport efficiency on the Bells Line of Road Corridor.

Land use and development objective

Respond to present and future land uses

An important element of road corridor planning is ensuring that any new or upgraded road integrates with adjacent land use. Development of the Bells Line of Road corridor will require consideration of not only existing but also future land use. The Plan will identify existing and planned land uses along the corridor, including likely future land use patterns within Sydney's North-West Growth Centre. The compatibility between different land uses and adjacent road development will also be identified. This will assist in ensuring that future upgrades to the Bells Line of Road, and the establishment of any new connections to Sydney's motorway network and the Great Western Highway, are located to integrate with adjacent land uses.

Environment objective

Respect the natural and built environment and community values

The sensitivity of the natural, social and cultural environment of the Bells Line of Road Corridor is recognised by this objective. An understanding of how the natural environment could be affected by any future upgrades will be established, acknowledging specific characteristics within the Blue Mountains National Park/Greater Blue Mountains World Heritage area, as well as areas of natural significance outside designated reserves. The Plan will also characterise the social and cultural environment of the corridor, including Aboriginal and non-Aboriginal heritage, scenic and community values.

The characterisation of the corridor environment will be presented on a series of constraint maps. This mapping will provide a valuable tool in future corridor planning.

6 Next steps

This report represents the initial phase of activities being undertaken in the preparation of the Bells Line of Road Long Term Strategic Corridor Plan. The project team is now seeking feedback from the community on these initial activities. This will provide input into the development of the Plan.

The next steps are focused on building upon the current understanding of the Bells Line of Road corridor both through consultation with the communities that know it well, and through undertaking a range of technical investigations. These next steps provide a basis which the Plan will build upon to guide future planning of the corridor.

The outcomes of this initial consultation will assist in finalising the project objectives (described in section 5 of this report) and clearly identify the needs of the corridor from a road function perspective. They will also help to identify constraints, values and opportunities that will be important in planning for the future of the corridor.

The corridor planning constraints and opportunities will also be identified through various technical studies addressing traffic, engineering, environmental and land use planning. Once the constraints and opportunities have been identified, they will be presented to the community and stakeholders in an easily understandable and comprehensive series of maps. This will allow for the identification of broad corridor options and the preparation of guidance on the approach to future planning of the corridor (**Figure 2**).

ATTACHMENT 6

Community Update -
Bells Line of Road Long Term Strategic Corridor Plan

Community Update



NOVEMBER 2010



Bells Line of Road Long Term Strategic Corridor Plan

This community update explains how you can be involved in the development of the Bells Line of Road Long Term Strategic Corridor Plan.

The NSW and Australian Governments have jointly announced the development of a Long Term Strategic Corridor Plan for Bells Line of Road. This Plan will guide the future reservation of a road corridor for an upgraded Bells Line of Road.

We want you to have a say on the future of the Bells Line of Road corridor.



An online community discussion or forum has opened. You can add suggestions, share your knowledge and join the discussion about the future of the road corridor. The forum can be found on the RTA website. The discussion topics are highlighted by this online forum symbol:

The online community discussion is open until 8 December 2010.

You can also let us know your views in a number of other ways – details on how to participate are on the back page of this brochure.

Background

The Bells Line of Road provides an important link between central and western NSW and Sydney, while providing local access to communities along the road.

Due to urban expansion and land use changes in north-western Sydney, there is a need to reserve a long term road corridor between the Bells Line of Road and the Sydney motorway network.

Studies to date have concluded that a substantial upgrade to a high standard roadway is not required on economic, social and environmental grounds until the long term. These studies are on the RTA website www.rta.nsw.gov.au/bellslineofroad.

This Plan is about identifying the short and medium term traffic or safety needs of this roadway while planning for the long term higher standard road.



Aerial photo showing the terrain on the Bells Line of Road near Kurrajong Heights.

AERIAL DATE: JANUARY 2007 © AUSIMAGE AERIAL PHOTOGRAPHY UNDER LICENSE TO RTA BY SINCLAIR KNOTT-MERZ

Corridor planning needs and issues

Planning for the future of the Bells Line of Road corridor raises many issues.

To assist community discussion on corridor objectives, a **background summary and corridor objectives report** has been prepared.

This report includes:

- Relevant findings and issues from previous studies.
- Preliminary corridor objectives.

A copy of this report is available on the RTA website.

As a starting point, the following main road needs and issues have been identified from previous studies.

Safety

The need for future road safety improvements is to be considered. Issues including the mix of light and heavy vehicles, and road alignment are to be considered.

Transport and access

The need for future road upgrades to improve transport links to move people and goods between central and western NSW and Sydney is to be considered. The road is also used by local traffic, especially around townships adjacent to the road.

Land use and development

The need for any future road upgrade to be integrated with land use planning. However it will also need to be sensitive to existing development, towns and amenity.

Community values and expectations

The need for a future road upgrade to be developed in consultation with the community and other stakeholders.

Environment

The need to plan a future road upgrade in an environmentally sensitive manner. Bells Line of Road passes through some of the most sensitive environments in NSW including World Heritage listed National Parks and areas with a range of ecological, historical and cultural values.

These issues, along with other issues that may be identified, will be considered as part of the Plan's development.

Some of the issues for community discussions may include:

Safety

What safety improvements need to be made?

Transport and access

What improvements are needed (if any) to improve the way heavy vehicles use the Bells Line of Road while maintaining local traffic amenity?

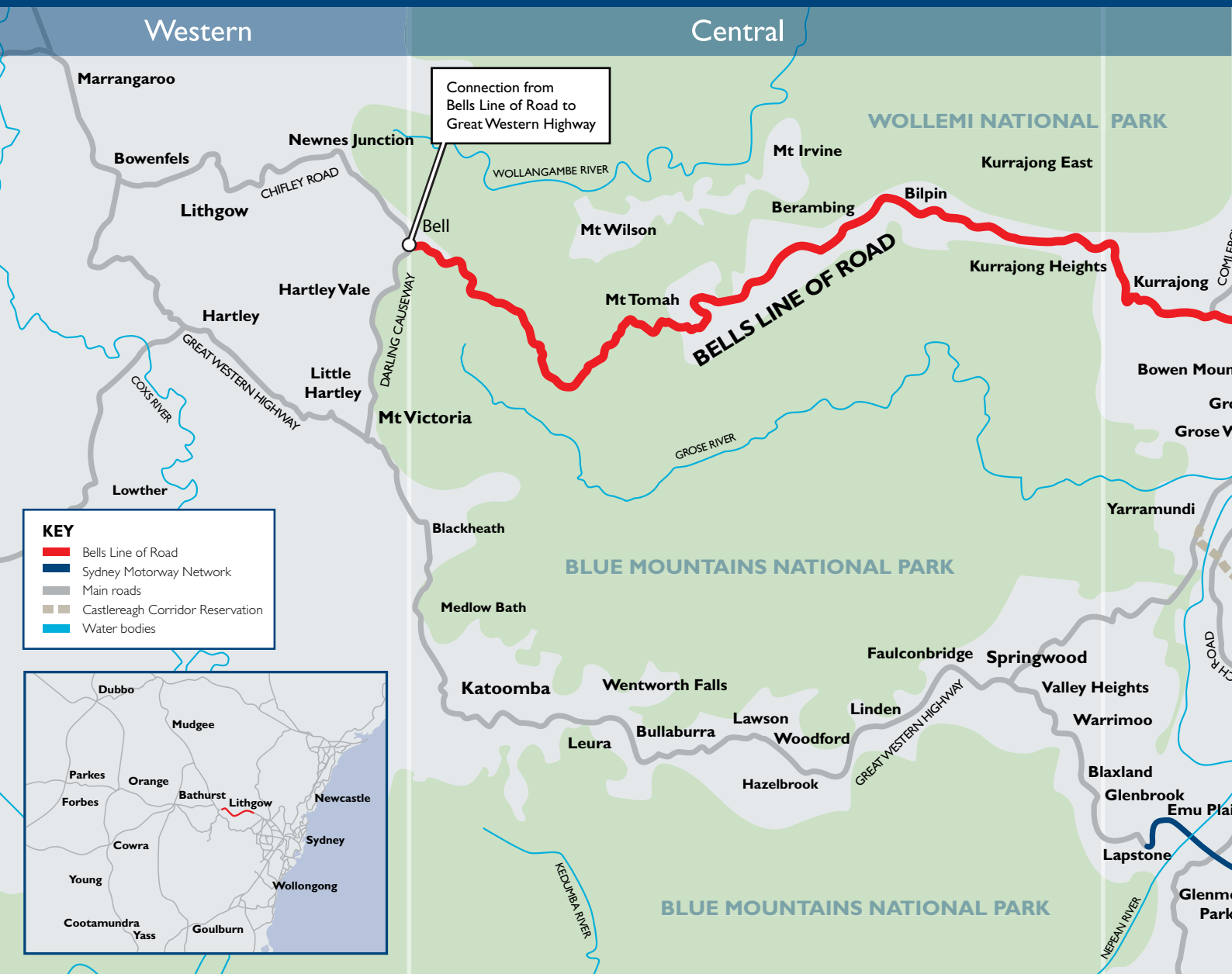
Land use and development

What is important to you about the existing towns and facilities on the road, and what needs to be done to ensure we use the land well in the future?

Environment

What ecological, historical and cultural values need to be considered when we think about future improvements to the Bells Line of Road?

Project area



The Plan will cover three sections of the Bells Line of Road corridor as shown in the map above.

- Eastern – from Bells Line of Road near Kurrajong Heights to the Sydney motorway network.
- Central – from Kurrajong Heights to Bell.
- Western – from Bell to the Great Western Highway near Lithgow.

A regional map showing Bells Line of Road, central and western NSW, through to western and north-western Sydney, is shown in the inset map above.

Timeframe

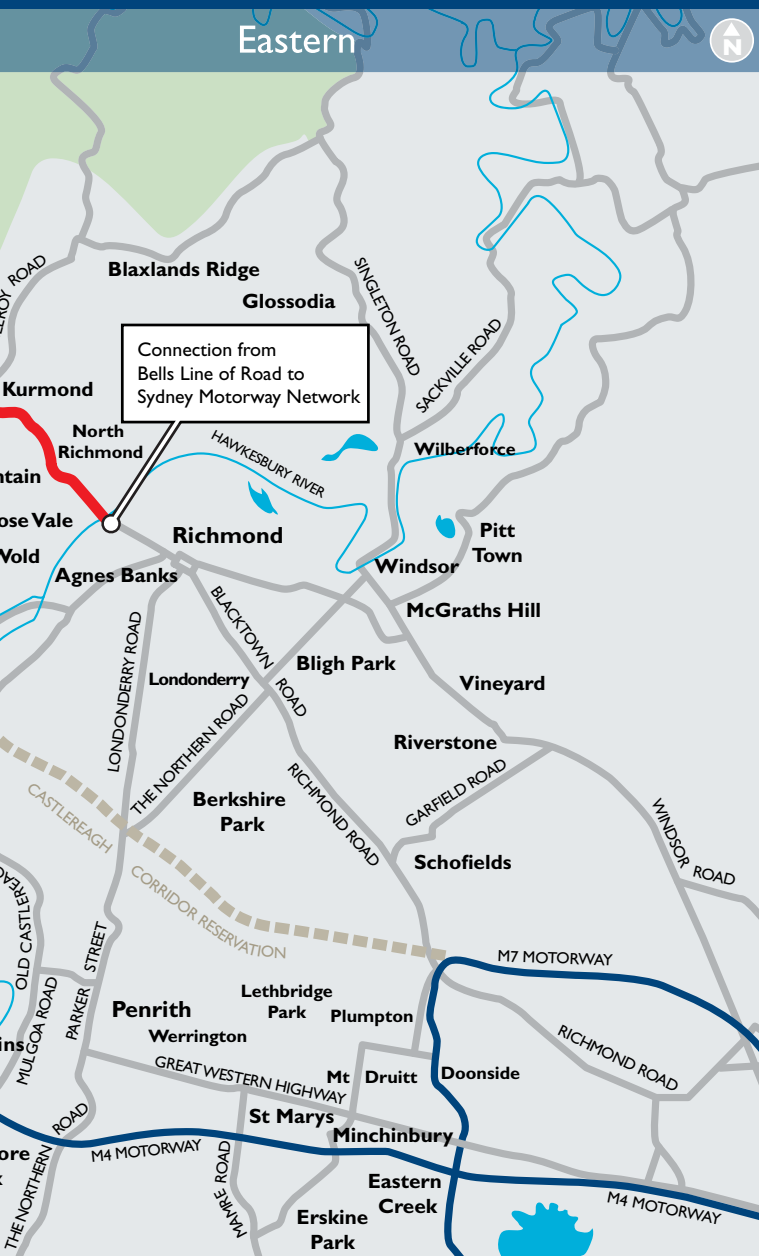
The Plan is anticipated to be finished by December 2011.

What will the Plan involve?

The community will be involved in the development of the Plan. With the community's input, we will:

- Identify a set of objectives for the Bells Line of Road corridor, over the short, medium and long term.
- Identify values, constraints and opportunities as to how the Bells Line of Road corridor could be upgraded in the short, medium and long term future.
- Undertake technical investigations within the corridor to get further information for options.
- Provide recommendations on selecting a preferred corridor and next steps.

The process to develop the Plan is the first step of a longer term development process for Bells Line of Road. This is shown in the diagram to the right.



The RTA will need to investigate many issues for the Bells Line of Road Long Term Strategic Corridor Plan

Our work so far has identified safety, land use and transport and access as major matters for consideration.



What investigations or issues do you think are most important?

Community suggestions, along with technical investigations, will be used to refine the preliminary corridor objectives.

These objectives will help identify road transport needs in the short term (0-5 years), medium term (5-20 years) and for the long term (20+ years). Your views on what is needed in the coming years will help us plan for the future of the corridor.

More about the corridor objectives we want you to comment on is available in the *Background Summary and Corridor Objectives* report on the RTA website.



Which of the preliminary corridor objectives (see next page) do you think are the most important and which are the least important?



Are there other corridor objectives you would like to add?



What do you think needs to happen to the Bells Line of Road in the short term (0-5 years), medium term (5-20 years) and long term (20+ years)?

Tell us about the opportunities and constraints and the values you associate with this area

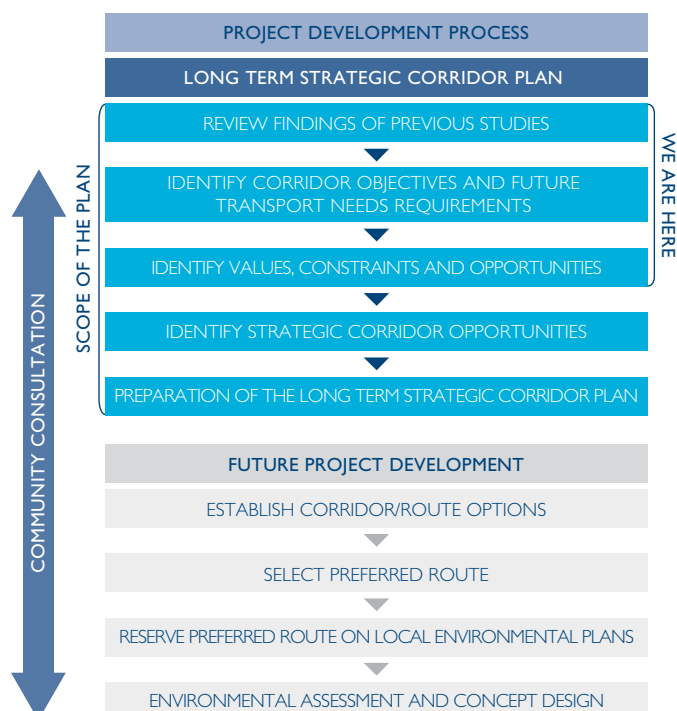
As part of the development of the Plan, we want to find out what people think is important for planning the future of the Bells Line of Road corridor. These will be used to start discussion on the possible options for a future corridor that would then be reserved.

Maps will be available at the community information sessions for use in discussions. Times and locations of the community information sessions are shown over the page. You can also add your views to the online forum.



We would like your thoughts on the following questions:

- What is it about your area that you value the most?
- What local constraints should be avoided or further investigated?
- What opportunities for upgrading Bells Line of Road should be considered?



Preliminary corridor objectives

Building on the transport needs and the corridor planning issues identified in previous studies, preliminary corridor objectives have been identified to help guide the development of the Plan. These objectives are described in the table below.

The planning for the future upgrade needs to be economically responsible. Economic benefits, including local and regional development and the direct cost to the community of any upgrade, will need to be considered along with the objectives.

| PRELIMINARY CORRIDOR OBJECTIVE | POTENTIAL CONSIDERATIONS |
|--|---|
| Safety Improve road safety for all road users including light and heavy vehicle users, motorcyclists, pedestrians and cyclists. | Safety improvements such as intersection upgrades, overtaking opportunities, prioritisation and staging of construction, longer term upgrades, improving the road alignment and provision of safer access. |
| Transport and access Provide an efficient road corridor for moving people and goods. | Increased road capacity over time, connections to the Sydney motorway network and the Great Western Highway, improvements to the road alignment, provision for heavy vehicles and efficient access for all road users. |
| Land use and development Respond to present and future land uses and the needs of local communities. | Reservation of a corridor in north western Sydney and reservations for other parts of the corridor upgrades in the central and western sections, and compatibility with present and future land uses. Consideration of amenity of existing local communities is also important. |
| Environment Respect the natural and built environment. | Careful consideration of the location of improvements in ecologically sensitive areas particularly the Blue Mountains National Park and the Greater Blue Mountains World Heritage Area, scenic values and Aboriginal and non-Aboriginal cultural heritage values. |

How to be involved

Your comments and views will be used to assist in planning for the future Bells Line of Road corridor.

A community involvement strategy has been prepared and will be updated as needed during this project.
A copy of the strategy is available on the RTA website.

You can get more information or join the discussion through community information sessions, information displays and the online community discussion.

Online community discussion



There is an online forum for the project, which operates until Wednesday 8 December 2010. You can add comments and suggestions about the preliminary corridor objectives, share your knowledge of the opportunities, values and constraints of the road. The online forum can be found on the RTA website www.rta.nsw.gov.au/bellslineofroad.

Information available on the RTA website

A number of documents can be downloaded from the RTA website or copies requested by calling the project information line. This information includes the project's Terms of Reference, the Community Involvement Strategy, previous studies, constraints information and community updates and media releases.

Community information sessions

Community information sessions provide an opportunity to meet project team members, ask questions and give us your views. They will be held at the following times and places:

- **North Richmond Community Centre**
33 William Street, North Richmond on
Monday 15 November,
from 2pm to 4pm and 5pm to 7pm.
- **Bilpin District Hall**
2596 Bells Line of Road, Bilpin on Tuesday 16 November,
from 2pm to 4pm and 5pm to 7pm.
- **North Richmond Community Centre**
33 William Street, North Richmond on
Monday 22 November,
from 2pm to 4pm and 5pm to 7pm.
- **Orange Senior Citizens & Pensioners Centre**
77 Kite Street, Orange on
Tuesday 23 November,
from 2pm to 4pm and 5pm to 7pm.
- **Lithgow Workmans Club**
Tuscan Room, 3 Tank Street, Lithgow on
Wednesday 24 November,
from 2pm to 4pm and 5pm to 7pm.

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Drop in to any session and learn more about the Plan and provide us with your suggestions about the future of Bells Line of Road.

Information displays

Information displays will be held in the following places until Wednesday 8 December 2010:

- **Richmond Motor Registry**
- **Richmond Community Centre**
- **North Richmond Community Centre**
- **Hawkesbury City Council**
- **Penrith City Council**
- **Blue Mountains City Council**
- **Bilpin District Hall**
- **Lithgow City Council**
- **Lithgow Motor Registry**
- **Bathurst Motor Registry**
- **Orange Motor Registry**
- **Dubbo Motor Registry**
- **Parkes Motor Registry**

What happens next?

Community suggestions, along with technical investigations, will be used to refine the preliminary corridor objectives and options.

These objectives will help identify priorities in the short term (0-5 years), medium term (5-20 years) and for the long term (20+ years). A community issues report will be prepared as a key input into the development of the Long Term Strategic Corridor Plan.

For more information, help on how to access the online forum, or to provide your suggestions:

- **Look at the RTA website**
www.rta.nsw.gov.au/bellslineofroad
- **Phone the project information line 1800 017 787.**
- **Email us at Bells_Line_of_Road@rta.nsw.gov.au**
- **Write to us at Bells Line of Road**
PO Box 973 Parramatta CBD NSW 2124.

Please send your comments by 8 December 2010.

For further enquiries

T 1800 017 787 | **E** Bells_Line_of_Road@rta.nsw.gov.au
www.rta.nsw.gov.au

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