M1 Princes Motorway
Mount Ousley Interchange
Preferred option consultation summary
November 2016
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1. Introduction and background

1.1 About the project

Roads and Maritime Services is planning for an interchange on the M1 Princes Motorway at the base of Mount Ousley. The interchange would replace the existing M1 Princes Motorway / Mount Ousley Road intersection and aims to improve road safety at this location, reduce traffic congestion and address future traffic growth.

The proposal would need to address the below issues at the current intersection:

- Safety of the right turn from Mount Ousley Road onto the M1 Princes Motorway
- Traffic congestion at University Avenue interchange which impacts the M1 Princes Motorway
- The “weave” conflict between southbound trucks in the slow lane on the M1 Princes Motorway and vehicles exiting onto Mount Ousley Road
- Safety of pedestrian and cyclist connections in the area.

Since 2014, Roads and Maritime has completed work to identify a number of design options for the interchange, and carried out a number of key tasks and investigations in order to select a preferred option for the proposal.

1.2 Options assessment

Four options were investigated and assessed as part of a Value Management Workshop held in December 2015. The workshop was attended by technical experts and key project stakeholders who assessed these options against agreed criteria such as safety, constructability, traffic efficiency and environmental impacts.

Option 4 as shown in Figure 1.1 was identified as the preferred option as it provides a solution that best addresses the traffic and safety issues on the M1 Princes Motorway and surrounding roads. It had the added benefit of an additional entry and exit into the University of Wollongong, reducing southbound congestion on the M1 Princes Motorway and local roads particularly in the afternoon peak period. Option 4 could also largely be built away from the existing road providing safety and traffic management advantages during construction.

The workshop also identified the relocation of the commuter car park and any pedestrian and cyclist connections across the motorway needed further consideration in consultation with the community.
**1.3 Project status**

The preferred option has been identified and Roads and Maritime will start to develop the concept design for the proposal. Figure 1.2 shows the stage the project is at in the design process. Further investigations and consultation with the community and stakeholders will be used to help refine the design.

- Preliminary investigations
- Refinement and analysis of options
- Select preferred option
- Concept design and environmental impact assessment
- Detailed design
- Pre-construction activities
- Award tender
- Construction

*Figure 1.2 Project status*
1.4 About this consultation summary

This consultation summary outlines the consultation activities held during the preferred option display period from Tuesday 21 June 2016 to Monday 1 August 2016. It provides a summary of the comments received and suggestions and questions raised by stakeholders and the community. These comments received during the feedback period will be considered and used to develop and refine the design for the proposal going forward.

Consultation for the preferred option for the interchange provided an opportunity for early engagement with the community to ensure local ideas and opinions could be considered by the project team during the development of the design for the proposal.

Feedback was received via the project information telephone number, project email address, letters, community information sessions, on the M1 Princes Motorway / Highway Facebook page and an online survey.

The feedback received has been grouped into issue based categories and is presented in Section 3.

2. Community consultation

Engagement with the community and stakeholders will be ongoing and will be used to help develop the proposal. The objectives of the community and stakeholder consultation during this stage of the planning phase of the project were to:

- Raise awareness of the preferred option for the Mount Ousley interchange in the community, explain the preferred option design and provide information about potential options for relocating the commuter carpark
- Engage key stakeholders early in the planning process, so that feedback can be used to help refine the interchange design and the environmental assessment
- Provide a range of opportunities for community members to meet with the project team (including a range of specialists) to ask questions and to provide feedback on the preferred option and the commuter carpark relocation
2.1 Consultation activities

Project webpage
A project website was established on the Roads and Maritime Services website as a source of project information which will be updated throughout the project life cycle.

Project information phone line
The project information line, 1800 792 918, provided a direct communication channel with the project team for community members and stakeholders to ask questions, arrange individual meetings and discuss individual questions.

Project email
Community members and stakeholders were invited to provide their comments on the preferred option via the project email address: mountousleyinterchange@rms.nsw.gov.au

Online ‘Have your Say’ survey
We also developed an online survey to capture feedback on the preferred option (see Appendix A). The survey was available for the duration of the consultation period on the project website and on the Roads and Maritime M1 Princes Motorway / Princes Highway upgrade Facebook page. The online survey was completed 395 times.

Community information sessions
The community was invited to drop in and speak with project team members during two community information sessions held at Fairy Meadow Community Centre on Thursday 30 June and Saturday 2 July 2016. The purpose of these sessions was to hear ideas and concerns from the community about the preferred option, respond to questions and provide further information on the planning and design process. Project team members from a range of technical backgrounds including road design, environment, traffic, engineering, project management and communications attended the information sessions to assist in providing information to community members. Community updates, maps, visualisations, were available at the information sessions. Attendees were encouraged to provide feedback via the online survey or to send in individual submissions. Around 80 people attended these sessions.

Commuter carpark surveys
Roads and Maritime staff also surveyed a number of users of the commuter carpark on site during the consultation period. Questions are shown in Appendix B.

Media coverage
During the display of the preferred option, media coverage of the project featured in:

- Newspaper: Illawarra Mercury
• Television: WIN TV News
• Radio: ABC Illawarra and i98FM

2.2 Consultation materials
A range of communications materials were developed to support the consultation period and to enable the community and stakeholders to provide feedback:

• Media announcements made by the NSW Parliamentary Secretary for the Illawarra on 27 June 2016 resulting in local newspaper, radio and TV coverage
• Printed A5 flyers (see Figure 2.2) sent to 3500 households within Mount Ousley, Mount Pleasant, Keiraville and Gwynneville on Wednesday 22 June 2016
• Printed A4 community updates available at unstaffed displays and at information sessions
• Information materials available on the website, at information sessions, Wollongong City Council offices and at the University of Wollongong
• The M1 Princes Motorway / Princes Highway upgrade Facebook page was used to promote the preferred option display. More than 14,000 people were reached via Facebook
• Roadside signage including portable variable message signs on the M1 Princes Motorway, Mount Ousley Road and in the commuter carpark promoting the preferred option display
• Feature in the University of Wollongong student app and both staff and student e-newsletters.

Figure 2.2 A5 flyer
3. Community and Stakeholder feedback

This section provides a summary of the comments received and suggestions and questions raised by stakeholders and the community during the feedback period. Most submissions made suggestions and comments or raised concerns around the features and functionality of the proposal. These have been grouped into categories and are outlined in sections 3.1 to 3.11. These comments will be considered as the design for the proposal is developed and refined.

The original consultation period was scheduled to finish on Monday 18 July 2016, however after requests from some members of the community the period was extended by two weeks to Monday 1 August 2016. This enabled the community additional time to better understand the proposal and provide feedback.

As part of consultation activities, in total Roads and Maritime:
- Spoke to over 80 people at information sessions and over the phone
- Received 60 email or mailed submissions
- Received 395 online survey submissions
- Received 21 comments on the M1 Princes Motorway / Princes Highway upgrade Facebook page.

3.1 Need for the proposal

The majority of comments received during the feedback period agreed with the need for an upgrade of this intersection and were happy about the progress of the project. People who thought an upgrade to this intersection important, asked questions about timing and staging of construction, suggesting it should be built as soon as possible.

Of those who did not agree with the need for the proposal, most said that it either was not a big enough problem to warrant such a large investment or that safety could be improved by simply banning the right turn onto the M1 Princes Motorway from Mount Ousley Road. Some commented that we should be investing money in public transport rather than road infrastructure to discourage growing traffic and freight movements.

3.2 Road safety

There were many road safety concerns around the current intersection with a number of submissions stressing that increasing safety was essential for the proposal.
Many submissions gave examples of speeding traffic on the M1 Princes Motorway and Mount Ousley Road and raised concerns about the risk of brake failure for both light and heavy vehicles. Some submissions also gave examples of students running across the M1 Princes Motorway to access the university and people running across the M1 Princes Motorway from the commuter car park to pick up a car pool lift from the shoulder of the motorway to head north toward Sydney.

There were a number of submissions that acknowledged improved safety as a result of the removal of the right turn, however argued that the proposal introduces new safety risks at new merging points. These submissions suggested Road and Maritime needed to re-look at the design so that it was not simply relocating the safety risks.

3.3 Project design

Many submissions commented on design features and functionality of the preferred option.

These can be grouped into six main areas:

1. Interchange roundabouts
2. Lane layout on the M1 Princes Motorway
3. Heavy vehicle safety ramp
4. Mount Ousley Road overpass
5. Truck bypass lanes
6. Merging traffic movements

Interchange roundabouts

There were a number of comments that considered the two roundabouts on the interchange were too close to each other and to the M1 Princes Motorway. Many questioned the efficiency of the proposed set up and wondered if this design would lead to queuing on the interchange ramps and on Mount Ousley Road during peak times.

Safety concerns for fast moving vehicles exiting the M1 Princes Motorway and entering straight into a roundabout were raised as well as the question of university traffic at both roundabouts blocking traffic trying to head north on the M1 Princes Motorway from Mount Ousley Road.

A number of suggestions were given to help improve these issues including:

- Providing a dedicated lane on the exit from Mount Ousley Road for people travelling to Wollongong to avoid the eastern roundabout
- Fit the roundabouts with traffic lights and queue detection to operate during peak times similar to the roundabout at the intersection of the Princes Highway and the Illawarra Highway at Albion Park Rail.
- Reducing movements on the eastern roundabout by not building the option 2 carpark
- Providing a dedicated slip lane into the university so university traffic can avoid the western roundabout
- Dependent on where the carpark is relocated, remove one of the roundabouts.

**Lane layout on the M1 Princes Motorway**

Some submissions raised issues about the need for additional lanes on the M1 Princes Motorway. In a northbound direction, comments included the need for four lanes on the entire length of Mount Ousley, or at least three lanes with large breakdown shoulders.

In a southbound direction, many people expressed the need for a third southbound lane to be built as part of this proposal. There were some comments on the impact of this on local property and for Roads and Maritime to provide more information on options being considered and likely timeframes.

**Heavy vehicle safety ramp**

There were many questions and comments on what the proposal would do to address the safety risk of runaway trucks on the M1 Princes Motorway. Many gave past examples of trucks crashing into the Fairy Meadow food precinct and were concerned that this would continue to happen if trucks miss the proposed safety ramp.

Suggestions were made for a ‘safety’ lane in addition to the proposed truck bypass lanes to enable an out of control truck to access the safety ramp, for another facility further down toward Fairy Meadow to give trucks a second option if they are out of control, or to ban heavy vehicles on Mount Ousley Road altogether.

**Mount Ousley Road overpass**

One of the survey questions was if people liked the proposed Mount Ousley Road overpass. Of the 388 people who responded, 83% said they liked the overpass, 9% said they didn’t and 8% said they had no opinion.

Most people who submitted feedback (via all mediums) thought the overpass was needed to improve safety and traffic flow compared to the current right turn onto the M1 Princes Motorway. Many people commented on the number of near misses at this intersection and
some gave examples of crashes they had witnessed. Others said that it can take up to 10-15 minutes to access the M1 Princes Motorway from Mount Ousley Road in peak times.

People also confirmed they avoid this intersection for both safety and time saving reasons by using the alternative access on Memorial Drive at North Wollongong. However most stated the access is not ideal due to the need to merge across two lanes of traffic over a short distance to reach the exit.

Some people also thought the overpass provided an essential pedestrian and cycling connection to the university.

Concerns raised around the overpass were mostly to do with the efficiency of the roundabouts and the potential for congestion within the university leading to queuing across the overpass. The northbound merge into motorway traffic at the bottom of Mount Ousley was also raised as a potential safety issue.

Some thought the overpass was an unnecessary expense and a cheaper option would be to ban the right hand turn and use other alternative accesses such as the Memorial Drive entry at North Wollongong.

**Truck bypass lanes**

Another of the survey questions was if people liked the separated truck bypass lanes. Of the 388 people who responded, 78% said they liked the truck bypass lanes, 13% said they didn’t and 9% said they had no opinion.

Most of the people who liked the proposal thought that it provided a safer and more efficient option to separate light and heavy vehicles. Some expressed their frustration at trying to exit onto Mount Ousley Road by weaving in between slow moving trucks.

Questions were asked about how we would ensure trucks use the bypass lanes and also if light vehicles would try and use the truck exit lane to avoid the eastern roundabout.

Some people said that although they liked the truck bypass lanes, they did not like the truck exit lane onto Mount Ousley Road as they thought trucks should be banned on this section of Mount Ousley Road. Of the people who did not like the proposal, some thought it was unnecessary and costly. Some did not agree with the scale of work required and thought a third lane beside the general traffic lane would be more appropriate.

Increased noise was also raised as a concern by many local residents as the proposal would move the truck bypass lanes closer to residential streets.
Some truck drivers also said it would be inconvenient for truck drivers compared to the current situation.

**Merging traffic movements**
While many submissions agreed that the design would improve the current interaction between light and heavy vehicles exiting onto Mount Ousley Road, there were a number of concerns raised around the interaction between light and heavy vehicles entering and exiting the interchange at other locations.

Concerns included:

- The length of the merge lane on Mount Ousley Road might not give heavy vehicles enough time to merge before the Dumfries Avenue and Gaynor Avenue roundabout
- The southbound merging of heavy vehicles back onto the M1 Princes Motorway after the truck bypass could relocate the conflict between light and heavy vehicles further south
- Motorists exiting at University Avenue have to merge across trucks continuing on the motorway creating additional conflict points
- Some heavy vehicles need to merge across traffic into the far right lane in order to fit under the University Avenue over pass
- The northbound access to the M1 Princes Motorway from the overpass enters into the left lane, creating conflicts between vehicles speeding up to access the motorway while slower vehicles would try to move into this lane for the steep incline
- Heavy vehicles using the northbound entry to the motorway would have difficulty gaining an adequate speed to climb up Mount Ousley.

### 3.4 Access

**Northbound access to the interchange from the M1 Princes Motorway**
The current option does not include access to the interchange for motorists travelling north on the M1 Princes Motorway. There were many submissions that suggested this should be included. Most talked about the advantage of being able to access either the university or Mount Ousley Road while others said it is needed for direct northbound access to the commuter carpark.
New Mount Pleasant Road
A number of submissions talked about the southbound M1 Princes Motorway access at New Mount Pleasant Road. Options both to provide greater access and to close access completely were identified.

Access to the interchange from Keiraville
Submissions raising the need for access to the interchange from Keiraville via Robsons Road / Falder Place said this was something that was promised 22 years ago when this access (the then F6) was originally removed. It was suggested it would provide easier access to the M1 Princes Motorway and Fairy Meadow shops and would stop residents ‘rat running’ through the university to access to the interchange.

Mount Ousley Road
There was a strong feeling from local residents that the access to Mount Ousley Road should be closed to heavy vehicles. Reasons for this focused on poor safety currently experienced with trucks speeding along this section of road and the incidences of runaway trucks ending up in the restaurant precinct at the end of Mount Ousley Road. Pollution caused by heavy vehicles was also raised as a reason to restrict access given the location of schools along Mount Ousley Road.

Additional access to and from the university
Survey respondents were asked if they liked the additional access to the university. Of the 388 people who responded to this question, 74% said they liked the new access, 14% said they didn’t and 12% had no opinion.

Written and online submissions agreeing with the need for the new entrance mostly thought it would help ease the congestion on the M1 Princes Motorway near University Avenue and on local streets.

There were questions about how the entrance would work in relation to the two roundabouts especially in peak times and if slow traffic within the university would cause traffic to back up on the overpass, and potentially on the M1 Princes Motorway. Many submissions pointed out that it would not work if the entrances lead directly into a carpark.

Suggestions to help with this issue included providing a dedicated turning lane into the university and for Roads and Maritime to work with the university to improve the internal road network to ensure efficient traffic flow into and around the campus.

Some questioned if the entrance would reduce parking within the university and if there was an opportunity for the proposal to provide additional parking for the university.
One submission was unsure if this was an additional entrance or a replacement for the Northfields Avenue entrance.

Submissions who did not agree to the new access said it isn’t required as the university already has two entrances, tax payers should not be funding a new entrance for the university and that it would only move queuing from University Avenue to the overpass and potentially onto the Mount Ousley Road exit. Some people also thought locals might use the university internal road network to access the M1 Princes Motorway, increasing the traffic problems within the university campus.

One submission also commented that the proposed southbound entry to the M1 Princes Motorway from the university is complicated with motorists having to negotiate through the two roundabouts on the overpass and then merge into high speed motorway traffic.

3.5 Environment

Noise and vibration
There were a number of concerns raised from local residents around the impact of the proposal on noise and vibration mostly in relation to the proposal moving heavy vehicle traffic closer to properties. Some submissions made the comment that noise and vibration is already above an acceptable rate.

Suggestions to install noise walls along Mount Ousley Road and further south to protect TAFE and university buildings were made as well as the upgrade of existing noise walls. Other submissions voiced concerns over the visual impact of noise walls and the need to consult with the community in making decisions.

Pollution
A number of submissions pointed out that diesel fumes are now classed as a Class 1 Carcinogenic by the World Health Organisation and Roads and Maritime has a responsibility to minimise this in local areas.

Tree clearing
Submissions mentioning tree clearing mostly focused on the location near option two for the commuter car park. Submissions were received about the removal of a small but important piece of turpentine bushland and local native vegetation. Some predicted comprehensive environmental studies would find rare species within this area and asked how the impact on wildlife would be managed, given green areas would now be utilised for new roads and parking.
A number of submissions also commented that the clearing of vegetation in this area would result in a loss of community green space.

Visual impacts
There were submissions that commented on the scale of work proposed for the interchange commenting that it is too large and intrusive and once built would be visually unattractive. Suggestions were made that substantial landscaping would be required.

One submission asked if the current sculpture on the M1 Princes Motorway at the base of Mount Ousley would be relocated.

Drainage
Some submissions asked specifically about drainage impacts on properties on Dumfries Avenue due to the loss of vegetation from the truck bypass lanes. These submissions asked that the proposal ensure water doesn't run towards these properties.

3.6 Construction impacts

Noise
Many of the submissions from local residents were concerned about the noise of construction given it will be close to local streets and educational campuses.

Many submissions were concerned that due to traffic volumes a majority of the work would be carried out at night and asked how noise impacts during construction would be managed.

Additional traffic / congestion
Submissions from local residents also provided feedback about additional traffic during construction and the potential for congestion both on the M1 Princes Motorway and on local streets. Comments were made that this is already a busy area especially during school, TAFE and university semesters and Roads and Maritime would need to manage the impacts of work on the road network carefully to avoid gridlock during construction.

Residents around Gaynor Avenue and Gowan Brae Avenue also asked about the location of the site compound and expressed concerns that construction vehicles and heavy machinery would use local streets for access.

Consultation
Some local residents also expressed the importance of being kept informed as the project progresses and that before construction starts they would need to be consulted around how
noise, lighting, access routes and dust would be controlled and managed.

### 3.7 Commuter carpark

Survey respondents were asked which of two relocated carpark options they preferred. Of the 361 responses to this question 30% said they preferred option one, 23% said they preferred option two and 48% said they had no preference.

Comments on the carpark from the survey responses, written submissions and from conversations at the information sessions are summarised below.

![Figure 3.1 location of commuter carpark options one and two](image)

**Option one**

Submissions supporting option one located on the western side of the overpass spoke mostly about it being further away from local residents and utilising otherwise wasted land in between the M1 Princes Motorway and the overpass. Comments suggested that there is plenty of space here and it would be cheaper to build. Comments suggested this option would reduce the impact on local bushland and community greenspace.

Comments also suggested this location would provide better security for both vehicles and carpark users as it would be more visual from the M1 Princes Motorway and overpass.

This option was also seen as a better option for commuters mostly because commuters travel north in the morning and it would stop people parking on the eastern side and running across the M1 Princes Motorway to get their lift as they do now. They also suggested as it is further away from local streets there is less encouragement for commuter parking to overflow into local streets if it is full.
People who did not like this option said that it could encourage the evening commuter drop off on the eastbound offload ramp and increase pedestrian activity on the overpass.

They also said it would reduce the current and potential car parking space in the university and may be a flood risk being close to a drainage line.

People also expressed the need for an M1 Princes Motorway northbound off ramp at the interchange and made the point that this option would be in the way if this was to be included in the design going forward.

**Option two**

Submissions supporting option two located on the eastern side of the overpass, also said it would be better for commuters as it provides easier and safer access directly from the eastern roundabout. They said this roundabout access would reduce impacts on traffic flow on the overpass and has less impact on vehicles travelling northbound on the M1 Princes Motorway.

Comments were also made around the potential for this option to reduce the number of roundabouts on the overpass and that it gives carpark users easier access to go north or south.

The potential to provide a larger carpark in this location was also raised as was the ease of going east or west to look for alternatives if the carpark is full.

People who did not support this option provided feedback about pedestrian safety crossing the entrance to the carpark and decreased security for users as it is more secluded.

Most of the opposition to the carpark was due to the location of the carpark near local residents and the associated impacts of this such as the potential for crime and antisocial behaviour, increased noise and lighting, illegal dumping and the loss of property value. Also mentioned was the removal of a community greenspace and as it is elevated it could be highly visible to residents.

**General car park comments**

Other more general comments included the need for more capacity than the current carpark as it is regularly full and commuters are parking in local streets. Many people said Roads and Maritime should be encouraging carpooling and should build both car park options. However some also suggested that car parks should be built at train stations rather than next to highways to encourage public transport.
There were many submissions suggesting both option one and option two would encourage parking for students due to the proximity to the university (option one) and direct access to the pedestrian pathways (option two). Many people asked how either option would be managed to stop students parking in there.

The potential for increased congestion on the overpass was also raised as a negative for both options, as were questions about if the replacement carpark would be multi-storey.

Many people also made the point that the commuter car parks would only work if there is a northbound access off the M1 Princes Motorway. At the moment car pool vehicles are not exiting the M1 Princes motorway but stopping in the shoulder to pick people up who have run across the motorway from the commuter carpark on the other side.

One person suggested that a better spot for a replacement commuter car park was just south of the Picton Road turn off.

### 3.8 Land exchange with the University of Wollongong

In addition to comments addressing the additional access for the university, one submission raised concerns over the potential for land exchange between Roads and Maritime and the university. Specifically the submission stated that no deal should be made between the two parties which would result in additional multi-storey car parking for students in the road reserve east of the M1 Princes Motorway (car park option two location).

### 3.9 Pedestrians and cyclist facilities

Survey respondents were asked how important pedestrian and cyclist facilities were. Of the 390 people who answered this question 37% said it was very important, 27% said it was important, 29% said it was not important and 7% had no opinion.

Comments on the importance of pedestrian and cyclist connections were qualified with the importance of consultation with council and local bicycle groups. Some pointed out that there was not enough information in the preferred option report about how the connection would work and suggested it must integrate with existing cycleway plans. One submission said Roads and Maritime needed to review the connection at Dumfries Avenue to ensure safety.

Some submissions were concerned that providing this connection to the university would lead to increased parking in local suburbs and the potential for council to implement parking restrictions similar to Gwynneville which could impact on local residents and their visitors.
One submission suggested a new pedestrian / cycling overpass should be built over the M1 Princes Motorway connecting Falder Place and Dumfries Avenue.

### 3.10 Process

**Consultation**

There were some comments that not all residents close to the project received the letter box drop and that more time and information was needed in order to comment appropriately on the proposal.

There were also some comments made that Roads and Maritime would not take feedback into consideration as this was only a ‘tick the box’ exercise and the decisions on the relocation of the commuter carpark had already been made.

**Options identification and selection**

A number of submissions asked if different features were considered as part of the options identification and selection process including:

- Mount Ousley Road travelling under rather than over the M1 Princes Motorway
- The M1 Princes Motorway northbound entry ramp from the overpass merging into the right lane as it does now
- The overpass being only one way heading north from Mount Ousley Road either into the university or onto the M1 Princes Motorway
- Build an interchange similar to the one at the bottom of Bulli Pass to address the right turn conflict
- Build a northbound exit from the M1 Princes Motorway onto the interchange and the university entrance
- Move the left turn onto the M1 Princes Motorway where the option two commuter carpark is located
- Build a new southbound entry from the M1 Princes Motorway to Memorial Drive instead and close all access to Mount Ousley Road.

A number of complete redesigns were also suggested.

Some submissions questioned what the project was trying to achieve and suggested that Option 1 for the interchange should have been selected as it proposes a modest expansion and would fix the main problem of the safety of the right turn from Mount Ousley Road onto the M1 Princes Motorway.
These submissions pointed out that the preferred Option 4 for the interchange is trying to solve too many problems which has resulted in a piece of infrastructure that is excessive and too complex for a city the size of Wollongong.

One submission suggested the modelling used to select the preferred option seems overstated, based mostly on peak numbers, and to support a new university entrance. It also pointed out the state government should not be responsible for the design, development and funding for access in and out of the university and if the aim was just about traffic management issues the design could be more functional at a lower cost.

One submission said the proposal would encourage more people and freight to use roads and has no consideration for public transport alternatives. Investment for rail should be a priority for the region.

One submission commented on the value management process which was used to assess and recommend the preferred option. It commented on the lack of community representatives and that the participants seem to represent pro-roads and freight growth. The costs of the options assessed was also questioned specifically that the Option 1 cost was the same as Option 4 and requested an independent review of costs.

### 3.11 Other general comments

There were a number of other comments and suggestions made about other issues on the state road network including:

- A service centre should be built at the proposed carpark option two location
- Need for an upgrade to the M1 Princes Motorway / Memorial Drive interchange loop
- More concrete barriers needed on Picton Road
- Traffic lights should be installed at the current roundabout at the Princes Highway and Mount Ousley Road
- Need for improvements at the Princes Highway / Memorial Drive interchange
- Need for an upgrade of the Dumfries Avenue and Gaynor Avenue roundabout.
4. Next steps

The comments and concerns raised by stakeholders and the community during the display of the preferred option have been provided to the design team for consideration, and where possible, will be used in refining the design and in identifying potential opportunities for minimising impacts on the local community.

Studies that assist with the preparation of the environmental assessment are underway and will continue over the coming months. Investigations and studies include noise monitoring and modelling, traffic and transport, biodiversity, flooding and water quality, geotechnical investigations (ground condition) and visual assessment.

Consultation with the community and key stakeholders will continue during the preparation of the environmental assessment for the proposal. This will include meetings and briefings with community members and key stakeholders.

The updated design and environmental assessment for the proposal is expected to be placed on display for comment in mid 2017. The display will provide a detailed assessment of project benefits and potential project impacts. During the exhibition period, a range of engagement activities will be held including ‘drop in’ information sessions, briefings, meetings and updated project website information.
Appendix A – Online survey questions

Roads and Maritime Services is planning for an interchange on the M1 Princes Motorway at the base of Mount Ousley. We have now developed a preferred option for the project and this survey is designed as a way you can give your feedback.

Your feedback will be used to refine the design during the environmental assessment.

What street and suburb do you currently live in?
_________________________________________________________________________________

What is your interest in the project? (You can choose more than one option)
□ Resident □ Motorist □ Freight
□ University staff or student □ Pedestrian □ Cyclist
□ Business owner □ Other ____________________

What are your thoughts on the separated truck bypass lanes?
□ I like it □ I don’t like it □ No opinion
Why / why not?
_________________________________________________________________________________
_________________________________________________________________________________

What are your thoughts on the proposed overpass to access the Motorway to travel northbound from Mount Ousley Road??
□ I like it □ I don’t like it □ No opinion
Why / why not?
_________________________________________________________________________________
_________________________________________________________________________________

What are your thoughts on the new access arrangements to and from the University?
□ I like it □ I don’t like it □ No opinion
Why / why not?
_________________________________________________________________________________
_________________________________________________________________________________

How important are pedestrian and cyclist facilities to you?
Do you have a preferred location for the relocated commuter carpark?

□ Option 1 – Eastern side of the motorway near Mount Ousley Road
□ Option 2 – Western side of the motorway near the University of Wollongong
□ No preference

What is your reason for choosing this option?
__________________________________________________________________

Do you have other comments about the preferred option?
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________
__________________________________________________________________

How would you like us to keep you updated on the project?

□ Email □ Social media □ Mail outs □ Web page
□ Other ______________________

Would you like to be included on a mailing list to be kept informed about the project?

□ Yes □ No

If yes, please provide details below or email MountOusleyInterchange@rms.nsw.gov.au

Name: ____________________________

Phone: ____________________________

Email: ____________________________
Appendix B – Commuter carpark user survey questions

We are currently seeking feedback on the preferred option for the proposed interchange at the base of Mount Ousley and want to know how you are using the carpark on Mount Ousley Road.

The existing carpark would need to be relocated if the preferred option is built and we want to know your thoughts on the best location for the new carpark.

What suburb do you currently live in? ____________________________

What is your main reason for using the carpark?

☐ Parking to ride share and commute to Sydney or other locations
☐ Parking to go to the University of Wollongong or TAFE Campus
☐ Other reason (please specify) ____________________________

On average, what time do you arrive at the carpark? __________________

On average, what time do you leave the carpark? __________________

If the carpark is full where do you park? ____________________________

If the carpark was temporarily unavailable would you be able to make other arrangements?

☐ Yes ☐ No

How important would a temporary carpark be during construction?

☐ Not important ☐ Somewhat important ☐ Very important

Of the two locations for a new carpark, what is your preferred location?

☐ Option 1 – Eastern side of the motorway near Mount Ousley Road
☐ Option 2 – Western side of the motorway near the University of Wollongong
☐ No preference

What is your reason for choosing this option?

_________________________________________________________________

Do you have any other questions or comments?

_________________________________________________________________

How would you like us to keep you updated on the project?

☐ Email ☐ Social media ☐ Mail outs ☐ Web page
☐ Other ____________________________