Proposed intersection improvements on Mamre Road and Saddlington Street, St Marys

Community Consultation Report

May 2017
Executive Summary

This report provides a summary of the community consultation carried out by Roads and Maritime Services in November and December 2015, on a proposal and night work schedule to upgrade the intersection of Mamre Road and Saddington Street, St Marys.

The NSW Government is funding this project to reduce congestion and improve travel times and road safety along the Mamre Road Corridor.

The proposal includes:

- Widening the western side of Mamre Road by approximately five metres to provide dedicated right turn lanes and right turn phases from Mamre Road into Saddington Street
- Removing nine trees next to the Our Lady of the Rosary Primary School
- Building a centre median on Mamre Road to protect the right turning traffic
- Installation of a CCTV Camera to help better monitor and manage traffic

Due to underground utility work our construction work schedule has changed from 55 shift to 75 shifts of out of intermittent night work in addition to day time work between 8pm and 5am, excluding Saturdays and public holidays. Noisy work would take place between 8pm and 11pm with less noisy construction work between 11pm and 5am.

Roads and Maritime distributed 1100 letters to the St Marys community and received a total of 13 comments from five people and one organisation regarding the scope of the proposal, environmental impacts, private property impacts, the cost of the project and safety.

We would like to take this opportunity to thank everyone who provided comments on this proposal.

Roads and Maritime has considered all feedback and will proceed with the proposed intersection improvements on Mamre Road and Saddington Street, St Marys.

We will update the community and stakeholders on construction timeframes closer to the start of work.
1.0 Introduction

1.1 Background
Roads and Maritime carried out a wider investigation along Mamre Road between the M4 Motorway and the Great Western Highway. That investigation resulted in a number of safety and traffic management improvement proposals, including this proposal.

The first stage of improvements implemented in 2011 targeted movement restrictions at the intersections of Mamre Road, Swanston Street, Putland Street and Wilson Street to reduce the number and severity of crashes and improve traffic flow on Mamre Road.

The intersection of Mamre Road and Saddington Street is a two phase signalised intersection. Currently drivers turning from Mamre Road into Saddington Street (both east and west) must turn from the through lane. This means that drivers are required to wait for gaps in oncoming traffic in order to turn from Mamre Road.

Drivers turning right currently block the through lane, as there is little opportunity for turning during peak periods. This slows down through traffic on Mamre Road, causing congestion and contributing to lane change and rear end type crashes.

1.2 The Proposal
Roads and Maritime is proposing to widen Mamre Road to provide dedicated right turn bays into Saddington Street for northbound and southbound road users.

The objectives of the proposal are to:

- Reduce congestion, increase through traffic and improve right turn capacity at the Mamre Road and Saddington Street intersection
- Improve safety for drivers
- Provide a value for money project for Roads and Maritime customers.

The work would include:

- Installing dedicated right turn lanes and right turn phases from Mamre Road into Saddington Street to help improve traffic flow
- Widening the western side of Mamre Road by approximately 5 metres to accommodate the additional turning lanes
- Removing nine trees next to the Our Lady of the Rosary Primary School
- Building a centre median on Mamre Road to protect right turning traffic
- Installation of a CCTV Camera to help better monitor and manage traffic
2.0 Consultation Approach

2.1 Consultation Objectives
We consulted with the community in November and December 2015 to:

- Seek comment, feedback, ideas and suggestions for us to consider when developing the proposal, including consultation outcomes into the environmental impact assessment known as the Review of Environmental Factors.
- Build a database of interested and concerned community members with whom we can continue to engage during the proposal’s development.

2.2 How consultation was done
We sought feedback on the proposal between 23 November and 11 December 2015. Community members were encouraged to provide their feedback, leave comments and make submissions via mail, email or phone contact with the project team. We wrote to the community and asked them to have their say on the proposal in November 2015 (Appendix A). Activities undertaken to consult included:

- Delivered the letter to 1100 residences, businesses and community organisations in St Marys (Appendix B – distribution area map).
- Emailed to key stakeholders such as council, members of parliament, local transport, educational facilities, utilities and emergency services in the local area.
- Meetings with Our Lady of the Rosary school in late 2015 and mid 2016

3.0 Consultation Summary

3.1 Overview
We received a total of 13 comments from five people and one organisation. Key matters raised included the scope of the proposal, environmental impacts, private property impacts, the cost of the project and safety.

3.2 Feedback and Roads and Maritime’s responses
Roads and Maritime has provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented as well as in this report, which will be made available to the public through our website rms.nsw.gov.au.

All comments have been considered to help Roads and Maritime make decisions on this proposal.
Table 2 – Feedback and Roads and Maritime's responses

<table>
<thead>
<tr>
<th>Category</th>
<th>Matters raised</th>
<th>Roads and Maritime response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposal</td>
<td>The proposed turning bay is not long enough.</td>
<td>The design has been amended to maximise the length of the right turn bays. The northbound right turn lane has increased from 35m to 50m. The southbound right turn lane has increased from 20m to 35m. The traffic model confirms that the lengths of the right turn bays are sufficient to accommodate right turn demands from Mamre Road to Saddington Street.</td>
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<tr>
<td>(Seven comments)</td>
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<tr>
<td>Will cars approaching from the Great Western Highway be allowed to turn right into Edgar Street?</td>
<td>At this time there are no permanent changes proposed on Mamre Road at Edgar Street.</td>
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<tr>
<td>There should be green light arrows on all of the traffic lights at the intersection.</td>
<td>The proposal will provide a right turn arrow for right turning traffic from Mamre Road to Saddington Street. A left turn arrow for traffic turning left from Saddington Street to Mamre Road and left from Mamre Road to Saddington Street will also be provided. At this time there are no proposals to provide a right turn arrow for right turning traffic from Saddington Street to Mamre Road.</td>
<td></td>
</tr>
</tbody>
</table>
| The planned upgrade will be ineffective. | Recent traffic counts show that approximately 18 vehicles queue in the southbound carriageway on Mamre Road to turn right into Saddington Street (westbound) during the AM peak period and 14 in the PM peak period. Approximately 10 vehicles queue during the AM peak period on Mamre Road northbound to turn right into Saddington Street (eastbound) and 7 in the PM peak period. These queued right turning vehicles block one of the two through traffic lanes on Mamre Road. The proposal is intended to:  
  - Reduce traffic delays associated with right turning movements blocking or delaying through movements on Mamre Road; |
### Category Matters raised Roads and Maritime response

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<thead>
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<th>Roads and Maritime response</th>
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|                                 | Have surveys of the area been carried out?                                    | - Provide dedicated right turn capacity on Mamre Road at Saddington Street intersection;  
|                                 |                                                                                | - Improve road safety by reducing the potential for ‘rear end’ and ‘lane change’ type crashes caused by through vehicles conflicting with queued right-turning vehicles that block the through lanes on Mamre Road; and  
|                                 |                                                                                | - Providing a CCTV camera to better monitor and manage traffic.  
|                                 | Environment (Two comments)                                                                                                         | In October and November 2015, Roads and Maritime Services carried out traffic counts, utility, ground survey, noise and geotechnical investigations in order to inform the proposed intersection improvements.  
|                                 | Tree removal should be minimised.                                              | Roads and Maritime has developed its design to reduce the number of trees, shrubs and vegetation that need to be removed.  
|                                 |                                                                                | A Review of Environmental Factors has been prepared to assess the environmental impacts of the proposal and to outline the measures that must be taken in order to manage and mitigate these impacts.  
|                                 |                                                                                | In addition, Roads and Maritime are working with Our Lady of the Rosary Primary school to discuss replanting in the area to compensate the loss of vegetation that will be removed.  
|                                 | Increased noise from the road being closer to the school will impact student learning.                                             | A noise impact assessment was carried out for the proposal. The result showed that the worst-case increase in noise levels would be about 1.4 decibels during operation of the project due to the road moving 4.7 metres closer to residential properties.  
|                                 |                                                                                | Typically an increase in noise below two decibels is not noticeable.  
|                                 | Impacts to private property (One comment)                                     | Mamre Road needs to be widened to accommodate the additional turning lanes. This includes moving the school’s fence back.  
|                                 | Why does the school fence need to be realigned?                                | Roads and Maritime negotiates all adjustments to private property directly with private property owners.  

**Note:**

- The table provides a summary of the matters raised and the responses from Roads and Maritime. Each category includes a specific issue or concern, and the response details the actions taken or proposed to address these concerns.
<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Cost</strong></td>
<td>The project is too expensive.</td>
<td>The proposal allows for the best value for money solution that addresses safety and congestion on the Mamre Road Corridor. This project is part of a series of Road Safety and Traffic Management projects.</td>
</tr>
<tr>
<td>(Two comments)</td>
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<tr>
<td><strong>Safety</strong></td>
<td>There will be reduced safety of students, their families, staff and visitors if the road moves closer to the school.</td>
<td>The existing fence located in front of the school on the western side of Mamre Road will be adjusted to the correct property boundary. The fence will be fully reinstated to the same condition and level of safety, ensuring the same level of security during construction and when the project is completed. There will also be no change to the width of the footpath in the vicinity of the school. During construction, a temporary fence will be built while the fence is adjusted to the correct property boundary. This would ensure safety of school students and pedestrians in the area.</td>
</tr>
<tr>
<td>(One comment)</td>
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4. **Recommendations**

Roads and Maritime would like to thank everyone who took the time to consider our proposal and provide feedback.

We have considered the comments received and decided to proceed with the project as proposed.

5. **Next Steps**

Roads and Maritime will finalise the detailed design and environmental assessment for the project.

We will continue to keep the community informed as the project progresses.
Appendix A – Have Your Say

Have your say – Intersection improvements at Mamre Road and Saddlington Street, St Marys

The NSW Government is funding this proposal to reduce congestion and improve travel times and road safety

Roads and Maritime Services is seeking your feedback by Friday 11 December on a proposal to widen Mamre Road to provide dedicated right turn bays into Saddlington Street for northbound and southbound road users and on our proposed construction work schedule. The work will include:

- Widening the western side of Mamre Road by about five metres
- Removing nine trees next to the Our Lady of the Rosary Primary School
- Providing right turn phases for the traffic lights at Mamre Road and Saddlington Street
- Providing a central median on Mamre Road to protect the right turning traffic.
- Constructing a retaining wall on the western side of Mamre Road.

We have included a map to help explain the proposal.

If this proposal proceeds, the work would be completed over about a year starting in mid-2016. Our working hours would be from 7am to 6pm between Mondays to Fridays, and 7am to 1pm on Saturdays. No work would be carried out on Sundays or public holidays.

To minimise long term impacts on residents and road users, we propose to carry out intermittent night work in addition to day time work for about 55 shifts between 8pm and 5am, excluding Saturdays and public holidays, weather permitting.

Noisy work would only take place between 8pm and 11pm with less noisy construction work between 11pm and 5am. We have included a table to help explain the types of activities that will be done.

<table>
<thead>
<tr>
<th>Noisier construction</th>
<th>Less noisy construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saw cutting asphalt and concrete</td>
<td>Truck movements</td>
</tr>
<tr>
<td>Jackhammering</td>
<td>Loading and spreading material</td>
</tr>
<tr>
<td>Breaking up concrete kerbing</td>
<td>Laying new concrete kerbing</td>
</tr>
<tr>
<td></td>
<td>Removing and laying new asphalt</td>
</tr>
</tbody>
</table>
How can you give feedback?

We encourage you to send us your comments by Friday 11 December 2015 to:

DownerMouchel
Attention: Mamre Road Intersection Improvements
PO Box 8465
North Ryde NSW 2113

Or enquiries_nsw@downermouchel.com

We will carefully consider your feedback and continue to keep you updated as the proposal progresses.

Contact

If you have any questions, please contact our delivery partner DownerMouchel on 1800 332 660 or email enquiries_nsw@downermouchel.com. For more information on our projects, visit rms.nsw.gov.au
Appendix B – Distribution Area