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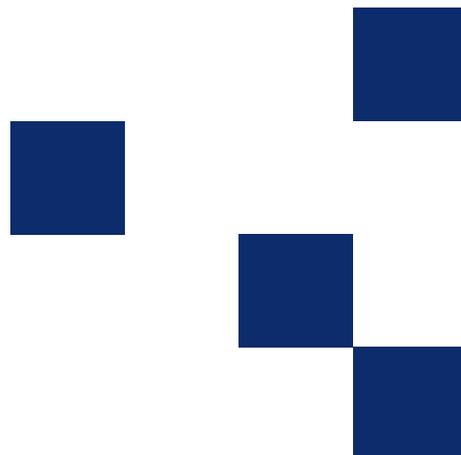
Jane Street and Mulgoa Road Infrastructure Upgrade, Penrith

Display of preferred option

Community Consultation Report

May 2015

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Executive Summary

The Australian and NSW governments have committed \$35 million each toward developing and constructing road improvements to alleviate congestion and improve traffic flow between the Nepean River and Penrith's CBD.

Jane Street, Mulgoa Road and Castlereagh Road experience congestion during morning and afternoon peak periods.

The Jane Street Extension project was announced in September 2013. Since then, the project team has carried out a number of investigations and technical studies.

As result of these investigations we identified:

- The high volume of vehicles on Castlereagh Road / Mulgoa Road turning onto the Great Western Highway causes traffic to bank up in the Penrith CBD and along Castlereagh and Mulgoa roads
- The original proposal to extend Jane Street and join it directly to the Great Western Highway would not resolve traffic congestion on Mulgoa and Castlereagh roads
- There is a need to upgrade this section of Castlereagh Road / Mulgoa Road including the Jane Street and High Street intersections.

Thirteen options were developed and assessed to reduce congestion at this location.

The project is now referred to as the Jane Street and Mulgoa Road Infrastructure Upgrade

Project detail

The key objectives for the upgrade aim to:

- Reduce congestion and delays at the Castlereagh Road/ Jane Street/ Mulgoa Road and Mulgoa Road/ High Street/ Great Western Highway intersections during peak periods
- Improve the integration of the arterial road with the existing road network, to meet road user needs when it opens and into the future
- Deliver infrastructure that provides effective network performance for at least 10 years after opening
- Meet sustainability objectives of:
 - Improving access to public transport, including buses
 - Strengthening integration with land use
 - Supporting economic growth of Penrith as a regional centre
 - Improving liveability
- Contribute safe and effective pedestrian and cycling infrastructure, within the project boundaries, between the Nepean River Green Bridge, Penrith train station and Penrith city centre. And supports Local and State government initiatives for active transport
- Provide a safer road environment that reduces the frequency and severity of crashes
- Minimise impact to the local environment including no adverse flooding impact, while improving opportunities for river access and enhancing urban design

. Key features of the preferred option include:

- An additional lane both north and south bound on Mulgoa Road / Castlereagh Road between Museum Drive and Union Road increasing capacity for through traffic, while providing capacity for vehicles turning left onto Mulgoa Road from Jane Street and right onto the Great Western Highway
- A longer left turn lane along Mulgoa Road for vehicles turning onto the Great Western Highway
- Upgrading the Mulgoa Road and High Street intersection to provide increased capacity
- Upgrading the T-intersection of Jane Street and Castlereagh Road / Mulgoa road to provide increased capacity
- Widening the existing rail underpass to allow three lanes in each direction on Castlereagh Road and a left turn lane into Jane Street.

What was consulted on?

Roads and Maritime displayed the Preferred Option Report and identified Option 12 as the preferred option. This consultation was carried out between December 2014 and February 2015. The purpose of the community consultation process was to:

- Inform the community of the project, options investigated and preferred option
- Seek comment, feedback, ideas and suggestions from the community to be considered when further developing the concept design for the preferred option
- Build a database of interested and concerned community members who Roads and Maritime can continue to engage with during the development of the proposal.

Community response

All suggestions received during this consultation period with stakeholders and the community are being considered and will be investigated as part of the development of the concept design for the preferred option. Several refinements have already been assessed and will be included in the concept design, including a left hand slip lane from Mulgoa Road onto High Street for motorists travelling south along Mulgoa Road.

The NSW Government has also recently announced investigations into further improvements to Mulgoa Road between Andrews Road and Glenmore Parkway. This work will integrate with the preferred option for the Jane Street and Mulgoa Road Infrastructure Upgrade.

Next Steps

The concept design for the preferred option will be developed and an environmental assessment will be carried out. The Review of Environmental Factors and proposed concept design is expected to be placed on public display in early 2016. The community will be given another opportunity to provide feedback during this display period.

Contents

1. Introduction	4
1.1 Background	4
1.2 The proposal	4
1.3 The Preferred Option	5
1.4 Related projects	6
2. Community approach	7
2.1 Consultation objectives	7
2.2 Method of consultation	7
3. Consultation report	8
4. Feedback summary and Roads and Maritime response	9
5. Next steps	15
Appendix A – Community Update and Display Poster	16
Appendix B – Community Update Distribution Area	18
Appendix C – Email to Stakeholders	19

1. Introduction

1.1 Background

In 2013 the Australian and NSW governments announced the Jane Street Extension project to address expected growth in the Penrith area and to alleviate congestion adjacent to the Penrith Central Business District (CBD). As part of the announcement, the Australian and NSW governments each committed \$35 million (\$70 million in total) to fund the project.

Initial stakeholder consultation, design and traffic modelling have identified a number of options to reduce congestion within the project area. The existing congestion problems were identified as being the result of vehicles travelling west from Jane Street that turn left onto Mulgoa Road, travel 125 metres and then turn right onto the Great Western Highway (Figure 1). This intersection arrangement and the connecting roads experience congestion, particularly during the morning and afternoon peak periods.

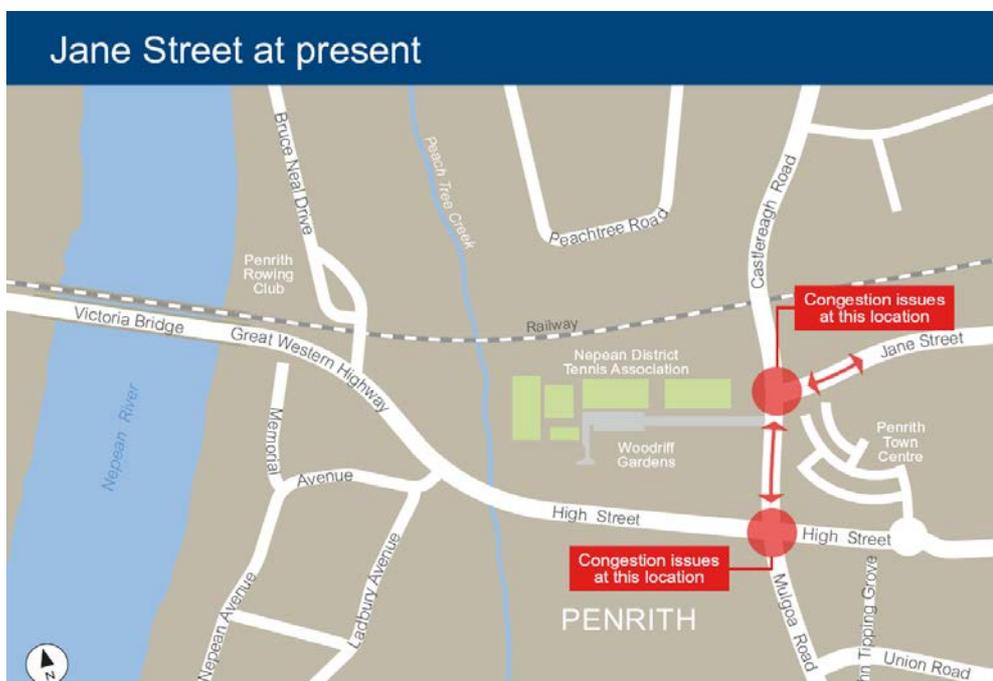


Figure 1: Staggered intersection arrangement experiencing traffic congestion

Following these investigations 13 options were identified and assessed for their ability to alleviate the congestion while meeting other project objectives. Option 12 was determined to be the best option to meet the project objectives and provide the best outcomes for the area.

A Preferred Option Report was developed and details all the options investigated. The project has since been referred to as the Jane Street and Mulgoa Road Infrastructure Upgrade.

The Preferred Option Report was published and made available for community and stakeholder comment from December 2014 to February 2015.

1.2 The proposal

Roads and Maritime Services has carried out preliminary investigations and consultation to identify the preferred option for an upgrade of road infrastructure at Jane Street and High Street in Penrith to alleviate traffic congestion along Mulgoa Road and Castlereagh Road during peak periods.

The key objectives for the upgrade are:

- Reducing congestion and delays at the Castlereagh Road/ Jane Street/ Mulgoa Road and Mulgoa Road/ High Street/ Great Western Highway intersections during peak periods
- Improving integration of arterial roads with the existing road network, to meet road user needs on opening and into the future
- Delivering infrastructure that provides effective network performance for at least 10 years after opening
- Meeting sustainability objectives including:
 - Improving access to public transport, including buses
 - Strengthening integration with land use
 - Supporting economic growth of Penrith as a regional centre
 - Improving liveability
- Contributing to safe and effective pedestrian and cycling infrastructure, within the project boundaries, between the Nepean River Green Bridge, Penrith train station and Penrith city centre, that supports local and State government initiatives for active transport
- Providing a safer road environment that reduces the frequency and severity of crashes
- Minimising impacts to the local environment including no adverse flooding impact, while improving opportunities for river access and enhancing urban design.

1.3 The Preferred Option

The preferred option (Option 12 in the Preferred Option Report) would provide six traffic lanes on Mulgoa Road/Castlereagh Road between Union Road and Museum Drive, including widening of the rail underpass.

Other features include:

- Extension of the southbound left turn lane into Jane Street by about 200 metres
- Widening of the western side of the Mulgoa Road/High Street intersection to provide an additional eastbound through lane and right turn lane for northbound vehicles.

The preferred option would reduce congestion and delays at the Jane Street/Castlereagh Road and Mulgoa Road/ High Street intersections during morning and afternoon peak periods.

The upgrade would also:

- Deliver infrastructure that provides effective network performance for at least 10 years after opening
- Improve access to public transport and support economic growth
- Provide safe and effective pedestrian and cycling infrastructure
- Allow for upgrades to other sections of Mulgoa Road in the future
- Allow for the extension of Jane Street in the future if it is needed.



Figure 2: Option 12

1.4 Related projects

On the 25 February 2015 the Minister for Roads, Maritime and Freight The Hon. Duncan Gay and local member for Penrith Stuart Ayers announced a commitment to investigate options to improve Mulgoa Road between Andrews Road, Cranebrook and Glenmore Parkway at Glenmore Park.

This work would be complementary with the Jane Street and Mulgoa Road Infrastructure Upgrade.

2. Community approach

2.1 Consultation objectives

The display of the preferred option report had the following purpose:

- Inform community members and stakeholders about the investigations that were carried out and the options that were developed to meet project objectives
- Seek comment, feedback, ideas and suggestions from the community to be considered prior to developing a concept design of the preferred option
- Build a database of community members and stakeholders that Roads and Maritime can continue to engage with during the development of the project.

2.2 Method of consultation

Community members were encouraged to provide feedback, leave comments and make submissions by mail, email or phone contact with the project team.

The community could contact Roads and Maritime and leave comments and submissions by:

- Email – Janestreetandmulgoaroad@rms.nsw.gov.au
- Phone – 1800 733 084
- Mail – Jane Street & Mulgoa Road Infrastructure Upgrade
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

The Preferred Option Report was published on 12 December 2014 and feedback was accepted until 17 February 2015. The report is available on the Roads and Maritime project website.

Roads and Maritime prepared and distributed the following consultation material:

- A community update was distributed to approximately 8,000 households and businesses in the project area (see Appendix A). A map showing the distribution of the community update is attached as Appendix B
- An email to stakeholders who were already noted on Roads and Maritime's project consultation database
- Electronic signs were placed at the intersections of Mulgoa Road/High Street, Mulgoa Road/Jane Street and Castlereagh Road/Museum Drive between 12 January 2015 and 17 February 2015
- Display posters (see Appendix A) at Penrith City Council and Penrith City Library and the Office of Local Member for Penrith, Stuart Ayres.

The community were initially asked to provide comments by 30 January 2015, which provided a seven week consultation period. Following community feedback about difficulties in responding during the holiday period, the consultation period was extended by three weeks until 17 February 2015.

The project team held specific stakeholder meetings with:

- Penrith City Council on 28 January 2015
- Lion Dairy on 4 February 2015.

3. Consultation report

3.1 Overview

Roads and Maritime received 23 submissions containing 48 separate issues about the Preferred Option Report from members of the community who identified as local residents, commuters or organisations, including Penrith City Council.

Issues raised by the community will continue to be considered by Roads and Maritime as the project progresses.

Issues raised were grouped into the following topics:

- Flooding
- Access
- Design
- Traffic
- Scope
- Heritage
- Biodiversity
- Proposal support and
- Other

A summary of the key issues raised during the display period included:

- 17 comments about the design of the preferred option
- 16 comments about the scope of the project
- 4 comments about flooding in the project area
- 4 comments about other issues or other Roads and Maritime projects
- 2 comments about property access in the project area
- 2 comments about traffic movement in the project area
- 1 comment about the biodiversity impacts of the proposal
- 1 comment about the heritage status of a local building
- 1 comment supporting the preferred option.

A number of respondents also supported specific elements of the preferred option.

4. Feedback summary and Roads and Maritime response

Issue	Issues raised	Roads and Maritime response
Access	Can the driveway access for the tennis courts be relocated to High Street?	It is acknowledged that relocation of the driveway for the Nepean Tennis courts may improve access to and from the tennis courts. As the project progresses to concept design, issues such as road design and property access will continue to be considered by the Roads and Maritime project team. Consultation with Nepean District Tennis Association and Penrith City will continue.
	Will access to properties be maintained during all stages of construction	A construction staging plan will be prepared during development of the concept design. Roads and Maritime will be working with Penrith City Council, the local community and property owners to ensure that vehicle and pedestrian movements can be maintained during construction.
Biodiversity	What is the biodiversity value of the Peachtree Creek Crossing?	Peachtree Creek has been identified as a riparian corridor (vegetation along the creek line). Potential biodiversity impacts at the creek are yet to be assessed as part of the Environmental Assessment which would be carried out during concept design for the preferred option.
Design	Requested a southbound left turn slip lane from Mulgoa Road to High Street.	In response to community and stakeholder feedback, the proposal will be refined to include a southbound left turn slip lane from Castlereagh Road/Mulgoa Road onto High Street.
	Proposed an option for a tunnel under Woodriff Gardens to connect Victoria Bridge and Castlereagh Road.	<p>Roads and Maritime acknowledges that a tunnel interchange between Castlereagh Road and Victoria Bridge may improve the flow of traffic between Victoria Bridge and Castlereagh Road but would not be the best overall solution.</p> <p>Although this tunnel option was not assessed, Option 11 included an overpass between High Street and Jane Street. A tunnel option would be expected to demonstrate a similar function in alleviating traffic congestion but would be much more costly due to the high number of significant constraints in this area such as the location of utilities including high pressure gas mains, high voltage electricity towers, Penrith City Council drainage system and the flood prone land classification of the area.</p> <p>The preferred option would improve the existing traffic congestion, which is largely a result of the high northbound and southbound traffic volumes on Mulgoa Road and Castlereagh Road.</p>

Issue	Issues raised	Roads and Maritime response
	<p>Remove the tennis courts and Woodriff Gardens to provide an option that improves traffic flow and connection between Castlereagh Road and Victoria Bridge.</p>	<p>Roads and Maritime has assessed the movement of traffic throughout the project area, including options that require removal of the tennis courts and Woodriff Gardens. The assessment of traffic indicated that the north and southbound capacity on Mulgoa Road/Castlereagh Road is insufficient and results in extended queue lengths. Construction of a road through the tennis courts and Woodriff Gardens would not adequately resolve the existing congestion along Mulgoa Road and Castlereagh Road.</p> <p>The tennis courts and Woodriff Gardens represent important community facilities and open spaces close to the Penrith CBD and provide a connection to the Nepean River.</p> <p>For these reasons, a preferred option which leads to improved north and southbound traffic movement is proposed. The preferred option does not preclude a future extension of Jane Street if it is required.</p>
	<p>Requested two northbound right turn lanes are provided into Jane Street from Mulgoa Road.</p>	<p>The preferred option includes two northbound right turn lanes from Mulgoa Road onto Jane Street.</p>
	<p>Dual eastbound right turn lanes be provided from High Street into Mulgoa Road</p>	<p>The preferred option includes dual eastbound bound lanes from High Street across Mulgoa Road and one right turn lane onto Mulgoa Road. Further refinements can be investigated during concept design development, along with further analysis of existing and predicted future traffic volumes.</p>
	<p>Traffic lights requested at the High Street / Ladbury Avenue intersection and roundabout at the Bruce Neale Drive / High Street intersection</p>	<p>Roads and Maritime acknowledges the difficulty of traffic entering High Street from Bruce Neale Drive and Ladbury Avenue during peak periods. The project team will investigate the operation of these intersections during the concept design stage. Any changes to the design would be included in the environmental assessment and displayed for community comment.</p>

Issue	Issues raised	Roads and Maritime response
	<p>Supported the concept of a Jane Street Extension</p>	<p>Roads and Maritime investigated and assessed seven options (Options 1-4, 6, 8, 11) which extended Jane Street across Mulgoa Road/Castlereagh Road towards Victoria Bridge.</p> <p>The Jane Street Extension options provided improved travel times between Jane Street and High Street but did not address congestion and delays for north and southbound traffic.</p> <p>Based on origin to destination traffic surveys conducted in peak times, about 75% of southbound traffic turning right from Mulgoa Road onto High Street / Great Western Highway originates north of the rail underpass. The remaining 25% originate from Jane Street.</p> <p>A Jane Street extension would not provide a direct travel benefit for traffic travelling from north of the rail underpass, which is the majority of traffic.</p> <p>The preferred option would significantly improve north and southbound traffic flow through the High Street and Jane Street intersections without an extension of Jane Street. The proposal would not preclude a future Jane Street extension if it is required.</p>
	<p>Upgrade of Jane Street and Mulgoa Road be complementary to future proposals including Mulgoa Road upgrades and additional Nepean River crossings</p>	<p>The Jane Street and Mulgoa Road Infrastructure Upgrade would be planned to integrate with future upgrades along Mulgoa Road and Castlereagh Road.</p> <p>On 25 February 2015 the NSW Government announced funding for planning of further improvements to Mulgoa Road. Additional crossings of the Nepean River are outside the scope of this project and may be investigated as a separate project in the future.</p>

Issue	Issues raised	Roads and Maritime response
	Improved capacity on Mulgoa Road between Jane Street and High Street.	<p>Roads and Maritime has assessed the movement of traffic throughout the project area. Congestion issues and associated delays were identified along Mulgoa Road/Castlereagh Road between the rail underpass and Union Street.</p> <p>Improved north and southbound capacity provided by the preferred option would reduce queue lengths and delays for the majority of traffic in this area. This would lead to increased opportunities for traffic to turn onto Jane Street and High Street. The preferred option offers improved capacity between Jane Street and High Street.</p>
	Construct a new road between Union Road and High Street to provide a 'G' turn movement which allows southbound traffic on Mulgoa Road to turn left into Union Road, left into the proposed new road, left onto High Street and through the Mulgoa Road/High Street intersection.	<p>This suggestion would require traffic to travel further and perform a 'G' turn movement. However, it may allow the Mulgoa Road/High Street intersection to operate more efficiently. Changes to local traffic movement would require further consultation with Penrith City Council.</p> <p>This suggestion will be considered further during the development of the concept design,</p>
	Maintain the vehicle stopping bay in front of the Woodriff Gardens on High Street.	Widening of High Street in the eastbound direction would require the vehicle bay to be relocated. It is acknowledged the existing location of the vehicle bay is important to the use of Woodriff Gardens. Roads and Maritime would aim to maintain parking spaces for Woodriff Gardens during development of the concept design.
Flooding	Upgrade and address the existing flooding at the rail underpass.	Roads and Maritime acknowledges the current flooding of the underpass. The proposed upgrade would minimise, avoid and/or mitigate flooding impacts. The design of the road drainage would consider the flow of water in this area and drainage infrastructure would be upgraded as part of this proposal.
Heritage	Heritage status of the Penrith Ambulance Station.	Penrith Ambulance Station is listed by Penrith City Council on its Local Environment Plan as having local heritage significance. Potential heritage impacts to the Ambulance Station are yet to be assessed but would be evaluated as part of the environmental assessment which would be carried out as part of the concept design.

Issue	Issues raised	Roads and Maritime response
Project Scope	Mulgoa Road be upgraded to a six lane corridor between Andrews Road and the M4 Motorway.	<p>The preferred option provides three lanes of traffic in each direction along Castlereagh Road/Mulgoa Road between Museum Drive and Union Street.</p> <p>The recently announced investigations for improvements to Mulgoa Road between Andrews Road and Glenmore Parkway would integrate with this proposal when constructed and provide increased capacity on Mulgoa Road to the M4 Motorway.</p> <p>The Jane Street and Mulgoa Road Infrastructure Upgrade would complement any future upgrades of Mulgoa Road and Castlereagh Road.</p>
	Provide additional lanes for traffic crossing the Nepean River	An upgrade of the current crossing of the Nepean River is not part of the scope of this project. Roads and Maritime have identified that congestion at the intersections of Jane Street and High Street cause delays to north and southbound traffic on Castlereagh Road and Mulgoa Road. This project does not prevent additional bridge crossings being investigated and/or built across the Nepean River in the future.
	Rail underpass be upgraded to address the existing congestion at the underpass	The preferred option includes the upgrade of the rail underpass to accommodate seven traffic lanes with three northbound lanes, three southbound lanes and a southbound left turn lane onto Jane Street.
	Project maintain existing shared paths	The proposal would maintain existing shared path connections.
Other	Timing and length of the consultation period	<p>Roads and Maritime acknowledges that the holiday period is inconvenient for some to consider and provide comment. In response to community and stakeholder feedback the consultation period was extended until 17 February 2015 to provide additional time for residents and stakeholders to provide comments.</p> <p>Three variable message signs were installed in the project area between 12 January 2015 and 17 February 2015 to improve community awareness of the Preferred Options Report.</p>
	Werrington Arterial Road - Stage 1 upgrade should be extended north to the western rail line	The Werrington Arterial Road Stage 1 project has been developed to improve the connection between the Great Western Highway and M4 Motorway. More information regarding the project and any future stages of the project can be found on that project webpage at: http://www.rms.nsw.gov.au/projects/sydney-west/werrington-arterial-road-stage-1/index.html

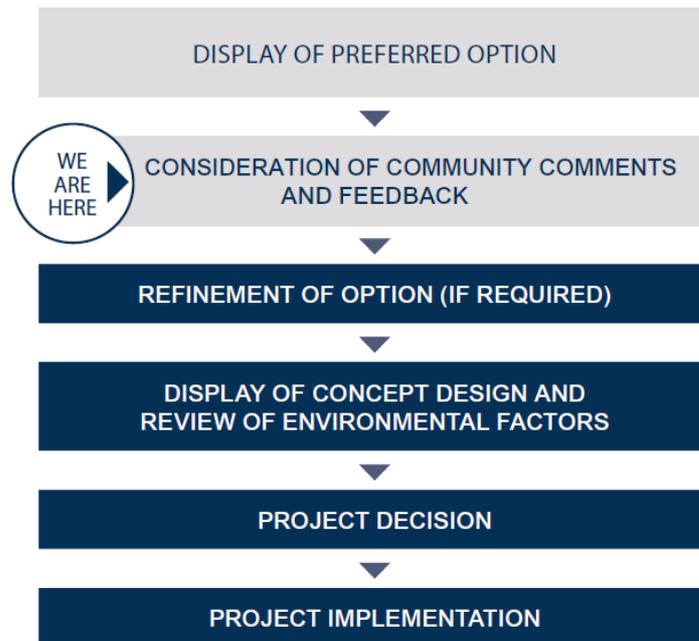
Issue	Issues raised	Roads and Maritime response
	Requested funding allocations to charities and community organisations be removed and reallocated to government projects	This issue is outside the scope of this project or Roads and Maritime responsibility.
	Future development at the “Carpenter Site”, south west of the Mulgoa Road/High Street intersection be considered.	Roads and Maritime considered future developments in the traffic analysis and their impact on the network into the future. Future growth scenarios from the Bureau of Transport Statistics were used in the traffic analysis and included information from the Department of Planning and Environment and the Australian Bureau of Statistics on expected population growth in the area was used. Roads and Maritime would also assess future developments and access requirements as part of the concept design development and environmental assessment process.
Support for project	Expressed overall support for the project, or for specific elements of the project.	Roads and Maritime acknowledges this support
Traffic Movement	Convert Jane Street to eastbound (one way) traffic flow, Station Street converted to southbound (one way) and High Street converted to (westbound) traffic flow.	<p>Conversion of Penrith CBD streets to one-way flow may provide improvements to the operation and flow of traffic, particularly at the Jane Street and Mulgoa Road and High Street and Mulgoa Road intersections. Significant changes to access and signposting would be required to implement such a proposal, particularly at the Penrith Interchange and Westfield’s Shopping Centre.</p> <p>Early consultation with Penrith City Council indicated that this option was not preferred due to traffic impacts on the Penrith CBD and is not aligned with the Penrith City Centre Plan to create a pedestrian friendly city centre.</p>
	Mulgoa Road/High Street and Mulgoa Road/Jane Street intersections be combined to operate as a single intersection.	<p>Combining the intersections to operate as a single intersection would result in significant impacts to surrounding parcels of land, including developed sites. The combined intersection would contain five legs.</p> <p>This irregular intersection design would require each leg of the intersection to be phased independently to retain the existing movements between each road, which would be even more inefficient than the existing arrangement. Efficient operation of a five leg signalised intersection would require removal of some turn movements to allow the number of phases and phasing time to be reduced. For these reasons, a combined five leg intersection between Mulgoa Road, High Street and Jane Street would be less efficient than the preferred option.</p>

5. Next steps

The feedback and comments received will assist with developing the concept design. Additional investigations will be carried out to assess suggestions from the community.

Following consideration of these suggestions, a concept design and environmental assessment will be prepared. The concept design and Review of Environmental Factors are expected to be displayed to the community for further comment in early 2016.

These next steps are shown in the flowchart below:



The project team will continue to liaise and update the community as the project progresses. Regular updates will be placed on the Roads and Maritime website at www.rms.nsw.gov.au/projects/sydneywest.

- For members of the community who would like to be included on the project's stakeholder list please contact the project team by: Email – Janestreetandmulgoaroad@rms.nsw.gov.au
- Phone – 1800 733 084
- Mail – Jane Street & Mulgoa Road Infrastructure Upgrade
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

Appendix A – Community Update and Display Poster

Selection of a preferred option

Thirteen options were assessed and selection of the preferred option involved both technical and specialist road, ongoing consultation with government agencies including Penrith City Council, design and traffic modelling and a number of internal and stakeholder workshops.

The options were assessed against eight key selection criteria including the ability of each option to:

- Reduce congestion and improve traffic flow
- Improve road connections and integrate into the existing network
- Provide for the future needs of the road network (for at least 10 years)
- Provide a sustainable solution that improves access for public transport, including taxis, strengthens integration with land use, supports economic growth of Penrith as a regional centre and improves livability
- Contribute to a safe and effective pedestrian and cycling network
- Deliver an outcome that provides value for money, is safe and minimises harm to the environment

The preferred option performed best overall against the selection criteria when compared with other options.

Have your say

We encourage you to have your say by providing written feedback on the proposal.

Comments are invited until **Friday 30 January 2015**.

You can provide your comments by:

Mailing: Jane Street and Mulgoa Road Infrastructure Upgrade Roads and Maritime Services PO Box 973 Penrith NSW 2124

Or emailing: JaneStreetandMulgoaRoad@rms.nsw.gov.au

For more information

Please contact the project team on:

1 800 733 094
E: JaneStreetandMulgoaRoad@rms.nsw.gov.au

Translating and Interpreting Service

If you need an interpreter, contact the Translating and Interpreting Service (TIS) National on 133 689 and go to www.tis.nsw.gov.au

Check

Agencies responsible for the project are responsible for providing the information and data used in this report. It is the responsibility of the user to check the accuracy of the information and data used in this report.

Disclaimer

This report is for general information only and does not constitute an offer of any financial product or service. It is not intended to be relied upon as a basis for investment or other financial decisions. The user should seek professional advice before making any investment or other financial decisions.

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Penrith 2014

Community Update

NOVEMBER 2014

Jane Street and Mulgoa Road Infrastructure Upgrade

The Australian and NSW governments have committed \$36 million each toward developing and constructing road improvements to alleviate congestion and improve traffic flow between the Nepean River and Penrith's CBD.

Roads and Maritime Services has carried out a number of investigations and technical studies to identify the best option to support current traffic demands and future growth in the area.

We welcome your feedback on the preferred option.

Above: Community Update – Outside of the community update flyer (3 A4 pages).
Below: Community Update – Inside of the community update flyer (3 A4 pages).

About the project

Jane Street, Mulgoa Road and Castlereagh Road experience congestion during morning and afternoon peak times.

The primary aims of the project are to reduce this traffic congestion and provide increased capacity to cater for forecast transport growth to 2039 between the Nepean River and Penrith's CBD.

The Jane Street Extension project was announced in September 2013. Since then, the project team has carried out a number of investigations and technical studies.

As a result of these investigations we identified:

- The high volume of vehicles on Castlereagh Road / Mulgoa Road turning onto the Great Western Highway causes traffic to back up in the Penrith CBD and along Castlereagh and Mulgoa Roads
- The original proposal to extend Jane Street and join it directly to the Great Western Highway would not resolve traffic congestion on Mulgoa and Castlereagh Roads
- There is a need to upgrade this section of Castlereagh Road / Mulgoa Road including the Jane Street and High Street intersections.

Thirteen options were developed and assessed and we have identified a preferred approach to reduce congestion at this location.

The project is now referred to as the Jane Street and Mulgoa Road Infrastructure Upgrade.

The Preferred Options Report is available on the Roads and Maritime website at www.rms.nsw.gov.au/projects/sydneywest and search for Jane Street and Mulgoa Road Infrastructure Upgrade.

Features of the preferred option

A map outlining the preferred option is provided on the opposite page. The preferred option includes:

- An additional lane both north and south bound on Mulgoa Road/Castlereagh Road between Museum Drive and Union Road increasing capacity for through traffic, while providing capacity for vehicles turning left onto Mulgoa Road from Jane Street and right onto the Great Western Highway.
- A longer left turn lane along Mulgoa Road for vehicles turning onto the Great Western Highway.
- Upgrading the Mulgoa Road and High Street intersection to provide increased capacity.
- Upgrading the T-intersection of Jane Street and Castlereagh Road / Mulgoa Road to provide increased capacity.
- Widening the existing rail underpasses to allow three lanes in each direction on Castlereagh Road and a left turn lane into Jane Street.

Benefits of the preferred option

The preferred option would:

- Reduce congestion and delays at the Jane Street/ Castlereagh Road and Mulgoa Road/ High Street intersections during morning and afternoon peak times
- Deliver infrastructure that provides effective network performance for at least 10 years after opening
- Improve access for public transport and support economic growth
- Provide safe and effective pedestrian and cycling infrastructure
- Allow for upgrades of other sections of Mulgoa Road in the future
- Allow for the extension of Jane Street in the future, if it is needed

Jane Street and Mulgoa Road Infrastructure Upgrade

Jane Street and Mulgoa Road Infrastructure Upgrade

NOVEMBER 2014



The Australian and NSW governments have committed \$35 million each toward developing and constructing road improvements to alleviate congestion and improve traffic flow between the Nepean River and Penrith's CBD.

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The Jane Street Extension project was announced in September 2013. Since then, the project team has carried out a number of investigations and technical studies.

As a result of these investigations we identified:

- The high volume of vehicles on Castlereagh Road / Mulgoa Road turning onto the Great Western Highway causes traffic to bank up in the Penrith CBD and along Castlereagh and Mulgoa Roads
- The original proposal to extend Jane Street and join it directly to the Great Western Highway would not resolve traffic congestion on Mulgoa and Castlereagh Roads
- There is a need to upgrade this section of Castlereagh Road / Mulgoa Road including the Jane Street and High Street intersections.

Three options were developed and assessed and we have identified a preferred approach to reduce congestion at this location.

The project is now referred to as the Jane Street and Mulgoa Road Infrastructure Upgrade.

The Preferred Option Report is available on the Roads and Maritime website at www.rms.nsw.gov.au/project/roadworks and search for Jane Street and Mulgoa Road Infrastructure Upgrade.

Features of the preferred option

- An additional lane both north and south bound on Mulgoa Road/Castlereagh Road between Museum Drive and Union Road increasing capacity for through traffic, while providing capacity for vehicles turning left onto Mulgoa Road from Jane Street and right onto the Great Western Highway.
- A longer left turn lane along Mulgoa Road for vehicles turning onto the Great Western Highway.
- Upgrading the Mulgoa Road and High Street intersection to provide increased capacity.
- Upgrading the T-intersection of Jane Street and Castlereagh Road/ Mulgoa Road to provide increased capacity.
- Widening the existing rail underpass to allow three lanes in each direction on Castlereagh Road and a left turn lane into Jane Street.

Benefits of the preferred option

The preferred option would:

- Reduce congestion and delays at the Jane Street/ Castlereagh Road and Mulgoa Road/ High Street intersections during morning and afternoon peak times.
- Deliver infrastructure that provides effective network performance for at least 10 years after opening
- Improve access for public transport and support economic growth
- Provide safe and effective pedestrian and cycling infrastructure
- Allow for upgrades of other sections of Mulgoa Road in the future
- Allow for the extension of Jane Street in the future, if it is needed.



What happens next

DISPLAY OF PREFERRED OPTION

CONSIDERATION OF COMMUNITY COMMENTS AND FEEDBACK

REFINEMENT OF OPTION (IF REQUIRED)

DISPLAY OF CONCEPT DESIGN AND REVIEW OF ENVIRONMENTAL FACTORS

PROJECT DECISION

PROJECT IMPLEMENTATION

Have your say

We encourage you to have your say by providing written feedback on the proposal. Comments are invited until **Friday 30 January 2015**. You can provide your comments by:

Mailing:
Jane Street and Mulgoa Road Infrastructure Upgrade
Roads and Maritime Services
PO Box 975
Penrith CBD NSW 2150

Or emailing:
janestreetandmulgoaroad@rms.nsw.gov.au

For more information

Please contact the project team on:

T: 1800 733 884
E: janestreetandmulgoaroad@rms.nsw.gov.au

NSW/14/0116 1403 10000

Above: Display Poster

Appendix B – Community Update Distribution Area



Appendix C – Email to Stakeholders

A copy of the email sent to registered stakeholders on 3 December 2014.

“Dear Sir/Madam,

The Australian and NSW governments have committed \$35 million each toward developing and constructing road improvements to alleviate congestion and improve traffic flow between the Nepean River and Penrith’s CBD.

The Jane Street Extension project was announced in September 2013. Roads and Maritime Services has carried out a number of investigations and technical studies to identify the best option to support current traffic demands and future growth in the area.

Thirteen options were developed and assessed and we have identified a preferred approach to reduce congestion at this location.

The project is now referred to as the Jane Street and Mulgoa Road Infrastructure Upgrade.

The Preferred Options Report and a community update outlining this information is available to view or download from the Roads and Maritime website at:

<http://www.ms.nsw.gov.au/projects/sydney-west/penrith-jane-street-extension/index.html>

We encourage you to have your say by providing written feedback on the proposal until **Friday 30 January 2015** either by replying to this email address or mailing your comments to:

Jane Street and Mulgoa Road Infrastructure Upgrade
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124

For more information please contact the project team on 1800 733 084 during business hours.

Regards

Jane Street and Mulgoa Road Infrastructure Upgrade project team