Questions & **Answers**

Transport Roads & Maritime Services

NOVEMBER 2012

Narellan Road upgrade – Why is RMS proposing five stages?

1. Why is Narellan Road being upgraded?

Narellan Road is being upgraded to meet future traffic demand. RMS has undertaken investigation work into the possible scope of work for an upgrade of Narellan Road between Camden Valley Way at Narellan and Blaxland Road at Campbelltown. The NSW Government has committed $15.4 million for improvements to the Narellan Road corridor.

2. What importance does Narellan Road have?

Narellan Road is a key freight link in South Western Sydney with industrial and employment areas like Smeaton Grange which needs efficient access to the Hume Highway to move goods around Sydney. It is also a key link for the community to access rail stations and commuter car parks, as well as connections to Campbelltown UWS, TAFE and Hospital.

3. What are the objectives of the Narellan Road proposal?

The key objectives RMS is working towards are to reduce congestion, to improve road safety, to improve access to the Hume Highway at Campbelltown and to improve the efficiency of freight movement.

4. What are the problems on Narellan Road?

Investigations have highlighted the extent of morning and afternoon peak period congestion on Narellan Road. Current traffic congestion leads to overspilling of right turn bays, delays to buses and trucks, safety issues at the Hume Highway on and off ramps and underperformance of traffic lights in managing traffic congestion. The modelled future traffic demand also shows Narellan Road would need to cater for an increased number of vehicles using the corridor.

5. What investigation work has RMS completed?

RMS has undertaken detailed work to analyse traffic congestion patterns during the morning and afternoon peak periods, traffic modelling (including intersection simulation) of the existing and predicted future traffic volumes, compiled and analysed historical crash data, environmental, geotechnical and urban design investigations, and utility surveys.

6. What do the investigations show RMS?

The proposed upgrade is expected to deliver a range of benefits to road users including improvements to travel times along the route. The investigations have allowed RMS to advance road designs for stage one.

7. How did RMS decide on five stages?

The development of a program of works for the corridor involved an iterative process to investigate problems, identify solutions and evaluate and refine the solutions to form the five stages, which are discrete packages of road network improvements for Narellan Road.

Each stage was developed with consideration of the project objectives, costing and value for money. The evaluation process did not prioritise work at the intersections of Camden Valley Way and Kellicar Road as there has been previous work undertaken to improve traffic flow at these locations.

8. Why are the stages in a priority order?

RMS has prioritised these upgrade works for delivery in conjunction with the other project objectives (outlined above at answer 3). They are in a logical sequence so that each stage provides benefits where it is most needed and builds on the benefits delivered in previous stages.

9. What are the proposed five stages?

Stage one
- Provide three lanes on Narellan Road in both directions between Mount Annan Drive and the Hume Highway interchange, including a new set of traffic lights for the Hume Highway southbound ramps.

Stage two
- Provide three westbound lanes between the UWS/TAFE access road and the Hume Highway interchange.
- Provide three eastbound lanes between Hume Highway interchange and Blaxland Road.
- Upgrade the UWS/ TAFE intersection with dual right turn lanes into UWS/TAFE access road.

Stage three
- Improve the right turn lanes on Narellan Road at the Blaxland Road / Gilchrist Drive intersection to provide dual turning lanes into Blaxland Road and lengthen the dual right turn lanes into Gilchrist Drive.

Stage four
- Widening to three lanes in both directions between Hartley Road/Waterworth Drive and Tramway Drive/Mount Annan Drive (some temporary road work was completed in 2012 to achieve this). Widening to three lanes westbound between Camden Bypass and Waterworth Drive.
- Provide dual right turn lanes into Camden Valley Way, Hartley Road and Waterworth Drive and triple right turn lanes into Narellan Road (westbound) from Camden Valley Way (southbound).

Stage five
- Widen the eastbound bridge over the Hume Highway to provide three eastbound lanes at the interchange while improving the southbound exit ramp (to Campbelltown).
- Provide four eastbound lanes between Tramway Drive and Hume Highway.

*Please view the Community Update Newsletter or RMS webpage for a plan of the stages.

10. Why is there detail available on stage one only at this time?

RMS has undertaken road concept design for stage one only as it will be delivered first. The strategic road design for stages 2-5 is shown with the proposed stage one proposed work to show the community what RMS is planning for Narellan Road.

11. When will stage one start construction?

In the first half of 2013, RMS will publicly display the review of environmental factors (REF) covering all five stages for community comment. Subject to receiving project approval, RMS will commence detailed design of stage one, incorporating comments where appropriate. Construction would follow soon after the detailed design is completed. Up-to-date information will be available on RMS' webpage at www.rms.nsw.gov.au/roadprojects as the proposal progresses.

12. When will the other stages be constructed?

RMS will seek funding for each of the stages as work progresses in the road corridor. Construction is now underway to widen Camden Valley Way in three sections between Oran Park Drive (previously known as Cobbitty Road), Harrington Park and Bringelly Road, Leppington. The three remaining sections of Camden Valley Way to be upgraded are between Raby Road and Ingleburn Road, south of Raby Road and north of Ingleburn Road. Construction of these sections is expected to be completed by 2015, weather permitting.

13. What work has RMS completed on Narellan Road?

Since 2005, a series of improvements have been completed by RMS along the corridor to address traffic flow, future land uses and road safety. Work in 2006 was undertaken to upgrade the intersections of Hartley Drive and Mount Annan Drive to six lane capacity. Work to upgrade the intersection of Camden Valley Way and Narellan Road with an extension of the road to The Northern Road was completed in 2007. In 2008 the right turn bays at Blaxland Road/Gilchrist Road intersection were extended and duplicated. Work was completed in 2010 to extend and duplicate the right turn bays at Kellicar Road and Hurley Street intersection.

14. How can I give my ideas, comments and suggestions to RMS on the proposal?
RMS is seeking comment on the proposal during November and December 2012 with comments closing on Friday 21 December 2012. Visit RMS' project website for more information on how to leave written comments with the project team.

15. What is RMS doing about road noise on Narellan Road?
RMS is currently investigating existing noise levels and modelling future predicted noise levels in the road corridor after the upgrade of Narellan Road. Results of the investigations form part of the REF which will be displayed for community comment in the first half of 2013. Noise mitigation options would be considered where reasonable and feasible during the detailed design phase of the project. For more information on road noise please view or download RMS' 'How is Noise Addressed?' information brochure from the 'resources' page at www.rms.nsw.gov.au/roadprojects.

16. Why did RMS remove the 40km/h school zone on Narellan Road?
RMS made changes to the Mount Annan Christian College local access road to remove the school zone on Narellan Road. Road work on the school access road now allows buses and cars to safely negotiate the bend, and changes have been made to the traffic light timing to minimise delays for drivers exiting the school on to Narellan Road.

17. Why is there a 60km/h speed zone westbound on Narellan Road?
RMS completed work to build an additional interim third lane westbound to provide a dedicated lane for vehicles exiting the southbound loop off ramp at the Hume Highway interchange. The speed limit was reduced from 80km/h to 60km/h westbound only on Narellan Road between the Hume Highway interchange and The Australian Botanic Gardens intersection for safety. The interim third lane westbound improves road safety and traffic flow during the afternoon peak time for motorists exiting the Hume Highway.

18. Where can I find more details on the proposal?
RMS is hosting a community information drop-in session where you can meet the project team and ask questions. More information will be published on RMS' website as the project progresses including the REF public display in the first half of 2013.

19. What will RMS do with my comments?
RMS will analyse and compile all the ideas, comments and suggestions provided before the closing date into a summary report. Community comments regarding the preliminary concept design and staging for the upgrade of Narellan Road between Camden Valley Way and Blaxland Road will be carefully considered by RMS in finalising the proposed design and preparing the review of environmental factors. If there are any further changes to the design, RMS will inform the community. RMS will display the proposed design again when the review of environmental factors is completed.

Visit RMS' website at:

www.rms.nsw.gov.au/roadprojects then follow the links to **Narellan Road upgrade** to read or download the community update newsletter including a diagram of the proposed stages and leave comments with the project team.

Comments are invited until **Friday 21 December 2012.**