

# Picton Road upgrade

Project update October 2022



Australian Government



# Our goal is to provide a reliable and safe road network to access high value employment and social amenities.

Transport for NSW is planning to upgrade Picton Road between the Nepean River and the M1 Princes Motorway, including the interchanges at the M31 Hume Motorway and the M1 Princes Motorway.

## About the project

The NSW Government has allocated \$44 million over four years for the planning of the upgrade of Picton Road and the Australian Government has committed \$95.6 million to the planning of the upgrade of Picton Road and Picton bypass projects.

Picton Road is an important transport corridor linking the Illawarra Region with Sydney and the Greater Macarthur Growth Area and is one of two major east-west links between the M31 Hume Motorway and the M1 Princes Motorway.

An upgrade of Picton Road would support growing communities and businesses across Western Sydney and the Illawarra-Shoalhaven by providing improved access to jobs, services, education, and recreation between the neighbouring regions.

## Project objectives



### Improve safety

Improve safety for all users of the corridor.



### Improve freight connection

Improve efficiency and access for freight.



### Preserve natural environment

Provide a resilient transport corridor that seeks to protect cultural heritage and considers environmental outcomes.



### Connect communities

Via the corridor, while supporting sustainable transport choices.



### Reduce travel time

Enable more reliable and efficient trips between Western Sydney, Wilton Growth Area and the Illawarra Shoalhaven.

## Project area

The Picton Road upgrade would include about 30 kilometres of Picton Road, between the Nepean River and the M1 Princes Motorway. We have divided the upgrade into three project areas to ensure we can focus on the areas you told us to prioritise while allowing us to continue concurrent planning for all sections.

The three sections, shown in the map, are:

- **Western section** – Nepean River to Almond Street, Wilton including the M31 Hume Motorway interchange
- **Central section** – Almond Street, Wilton to around Mount Keira Road
- **Eastern section** – Mount Keira Road to M1 Princes Motorway interchange

## What have we been doing?

In April 2022 we released our Community Consultation Report based on feedback during consultation in late 2021. This included identifying current issues and concerns using and accessing Picton Road, as well as suggestions for the future upgrade.

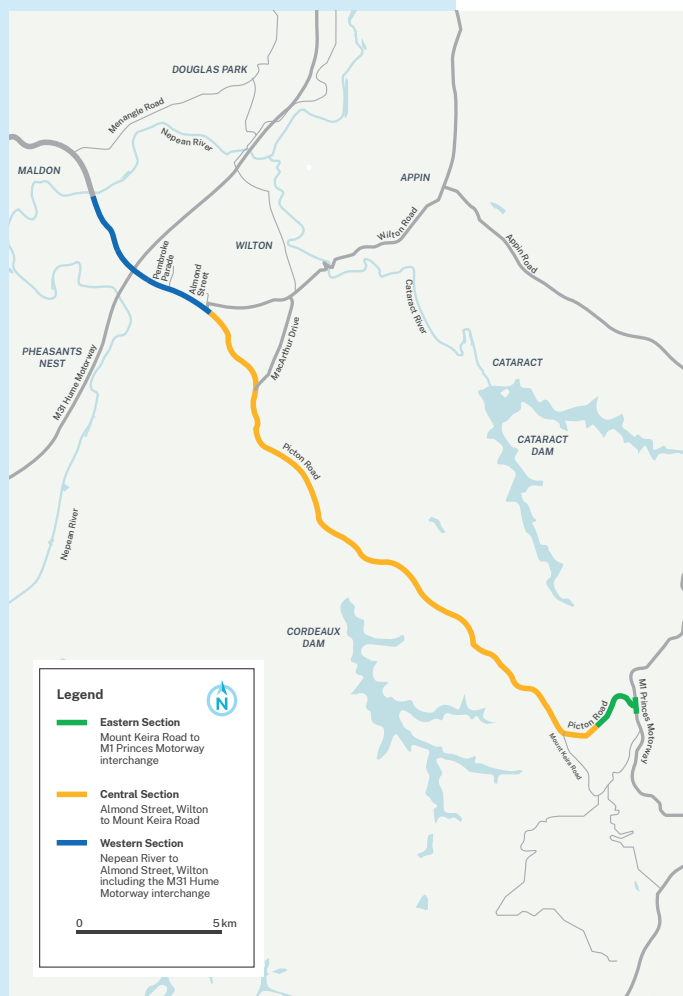
In the past 12 months we carried out assessments to inform our planning including:

- Aboriginal heritage investigations, studies and engagement
- biodiversity investigations
- strategic design assessment and refinement
- utility investigations
- traffic data collection
- ground surveys
- engagement with surrounding projects to understand any impacts
- engagement and analysis of freight operators and customers who use Picton Road.

## We have made progress in the western section

In addition to completing this work, we have made progress in the western section, between the Nepean River and Almond Street, Wilton. In April 2022 we awarded the contract for concept design and environmental assessment for this section. Work completed includes:

- geotechnical investigations
- Aboriginal archaeological excavations
- options analysis and preferred option report
- concept design and environmental assessment.





# Nepean River to Almond Street Wilton, including the M31 Hume Motorway interchange

## Key benefits of a Diverging Diamond Interchange



We heard the Picton Road and M31 Hume Motorway interchange was of particular concern, with access to and from the interchange considered a significant issue.

There are delays, congestion and frustration for those using the interchange contributing to less reliable and safe access to and from Picton Road and, as traffic, development and population continue to grow, we must be able to accommodate more traffic through the interchange.

## The preferred option

In response to feedback we developed a Diverging Diamond Interchange (DDI) as the preferred option for the interchange at Picton Road and the M31 Hume Motorway because it provided the least impact to the surrounding area while improving safety, reliability and efficient travel when compared to other options.

This innovative design allows free flowing turns when exiting and entering Picton Road. The DDI would reduce the number of conflicts with oncoming traffic, resulting in fewer traffic light phases, making the interchange safer and more efficient.

## Benefits to community

- improved connectivity to residential, recreational, employment and new growth areas in Wilton
- improved traffic flow and performance
- travel times for all transport customers, particularly during peak traffic times and holiday periods
- improved travel times and reliability for freight
- improved safety and capacity
- improved environmental and visual amenity
- reduced congestion at entry and exit points.





## Selection of the Diverging Diamond Interchange at Picton Road and M31 Hume Motorway

A technical assessment of the design, standards, and specifications of DDIs across Australia and around the world was carried out as part of the selection and design development process.

We assessed 13 different options for the interchange. Options included double roundabouts, grade separated roundabouts, a four way signalised intersection with and without a bridge, grade separated ramps, loop interchanges and continuous interchanges with loops. These options were assessed against:

- road safety
- safety for construction and maintenance workers
- traffic efficiency and capacity
- pedestrian and cyclist connectivity
- environmental impacts on existing habitat, communities and biodiversity connectivity
- protection of Aboriginal cultural heritage
- property and community needs
- construction and design benefits
- resource and energy use for construction and operation
- constructability including impacts to traffic, complexity to construct and utility relocation or associated works.

We identified an intersection with traffic lights, configured as a DDI, that had the best outcome when compared with other options.



# Design benefits of a Diverging Diamond Interchange

DDIs are an innovative interchange design, used with great success internationally and in Queensland.

The benefit of this kind of interchange is right-turning traffic does not have to give way to opposing traffic, making the intersection both safer and more efficient. DDIs are cost-effective to build and do not need a lot of land and have minimal environmental impacts compared to other options.

The Picton Road and M31 Hume Motorway DDI is the second to be proposed in NSW, with one currently proposed for Australia Avenue at Homebush.

There are three DDIs in Queensland, at Caloundra Road and Bruce Highway; the M1 Pacific Motorway Varsity Lakes to Burleigh; and Gympie Arterial Road and Strathpine Road. As we progress the preferred option we will continue to describe how the interchange will operate.

**Scan to view  
how the  
interchange  
would work**



## Why not just use flyovers?

Building multiple bridges uses valuable resources and is expensive. In comparison to our proposed design, flyovers take up more space and need more land. A DDI gets traffic moving quickly through the interchange without having to build multiple bridges and roads.

## Why is the intersection not being upgraded to a conventional signalised intersection?

The preferred option was found to improve safety, efficiency and capacity at the intersection more effectively than a conventional signalised intersection. We investigated retaining and upgrading the existing bridge and it was found to not resolve the challenges we know exist at the intersection.







Artist impression





## Next steps for the western section

A concept design will be created and further environmental studies will be carried out. The Review of Environmental Factors (REF) for the project will be placed on display in 2023.

### Feedback

We are seeking feedback on the preferred option to help develop the project. We will respond to your comments in a report following the display of the REF in 2023.

### Subscribe for email and text updates

Scan this QR code to subscribe. We will continue to update you as the project progresses.



## Contact us

To provide feedback on the preferred option, please contact us on:

- ☎ 1800 290 613
- @ [pictonroad@transport.nsw.gov.au](mailto:pictonroad@transport.nsw.gov.au)
- 🌐 [nswroads.work/pictonupgrade](https://nswroads.work/pictonupgrade)
- ✉ Picton Road upgrade  
PO Box 477,  
Wollongong NSW 2521

## Where to from here



Program announcement



Strategic assessment



Options refinement

WE ARE  
HERE



Preferred option consultation

CONSULTATION



Review of Environmental  
Assessment (REF)



Project approval



Detailed design



Construction



131 450

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 290 613.