

# **Upgrade of Ross Street and Great Western Highway Intersection Glenbrook**

## **Submissions Report 2016**

### **1 INTRODUCTION**

#### **1.1 BACKGROUND**

The Australian and NSW governments are funding a 10 year, \$3.6 billion road investment program for western Sydney. The Western Sydney Infrastructure Plan will deliver major road infrastructure upgrades to support integrated transport for the region.

This investment aims to relieve pressure on existing infrastructure and unlock the economic capacity of the region by easing congestion, improving safety and access and creating thousands of local jobs.

The Plan includes the upgrade of the Ross Street and Great Western Highway intersection at Glenbrook, which was announced in March 2015.

NSW Roads and Maritime Services and Blue Mountains City Council (BMCC) explored options to improve safety and access along the Great Western Highway, while enhancing the primary gateway to Glenbrook Village.

Consultant J. Wyndham Prince did the traffic studies on behalf of BMCC. Molino Stewart Pty Ltd carried out the community consultation as a sub-contractor to J. Wyndham Prince. Feedback from the community will inform the preferred design and business case prepared by NSW Roads and Maritime Services and BMCC, to then seek funding from the Australian and NSW government for the project.

#### **1.2 Design options**

Community members were asked to choose from four design options:

**OPTION 1** - New traffic lights at the Ross Street and Great Western Highway intersection and full closure of access to the Great Western Highway from Mann Street, Hare Street (south section), and Wascoe Street.

**OPTION 2** - New traffic lights at the Ross Street and Great Western Highway intersection and left turn only from the Great Western Highway to Hare Street (south) with left only access to Wascoe Street from Hare Street (south).

**OPTION 3** - New traffic lights at the Ross Street and Great Western Highway intersection and left turn only from the Great Western Highway to Hare Street (south) with left only access to Wascoe Street from Hare Street (south) and also left turn access from Wascoe Street to the Great Western Highway.

**OPTION 4** - No Change to the Ross Street and Great Western Highway intersection and no changes to access from Mann Street, Hare Street, and Wascoe Street. Maps explaining Options 1, 2 and 3 are provided in subsequent pages.

### **1.3 Community consultation**

A community consultation plan was prepared by BMCC in liaison with Molino Stewart and NSW Roads and Maritime Services. The consultation period extended from late October 2015 to mid-December 2015.

Community members had an opportunity to choose their preferred option and make comment through the following ways:

- Phone call to Molino Stewart
- Email to Molino Stewart
- Submission to BMCC's Have Your Say website
- Attendance at a community information session held on the evening of Wednesday 2 December 2015 at Glenbrook School of Arts.

The options presented for consideration are detailed below in Figures 1, 2 & 3.

A copy of the approved Consultation Plan is contained in Appendix 1.

Figure 1 - Option 1

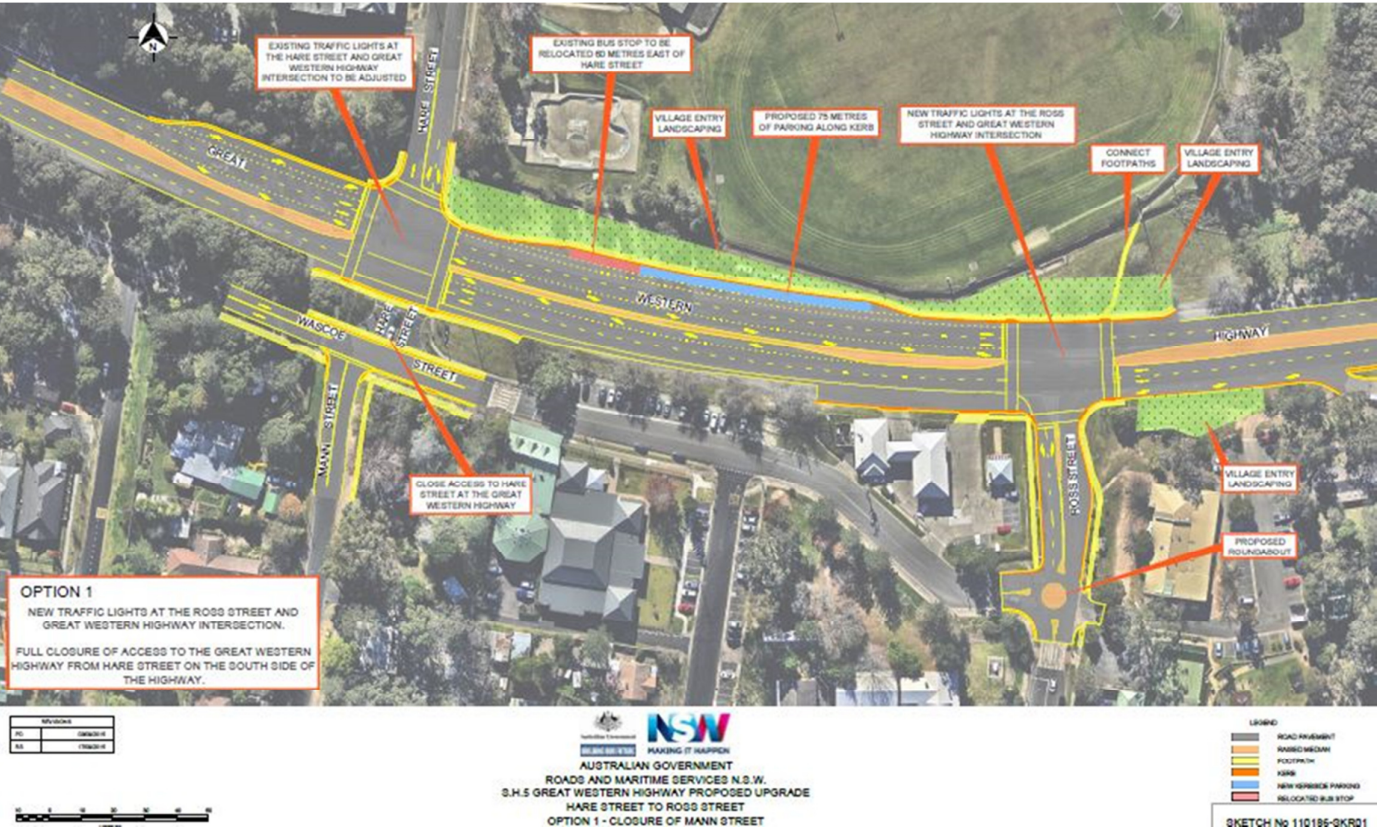


Figure 2 - Option 2

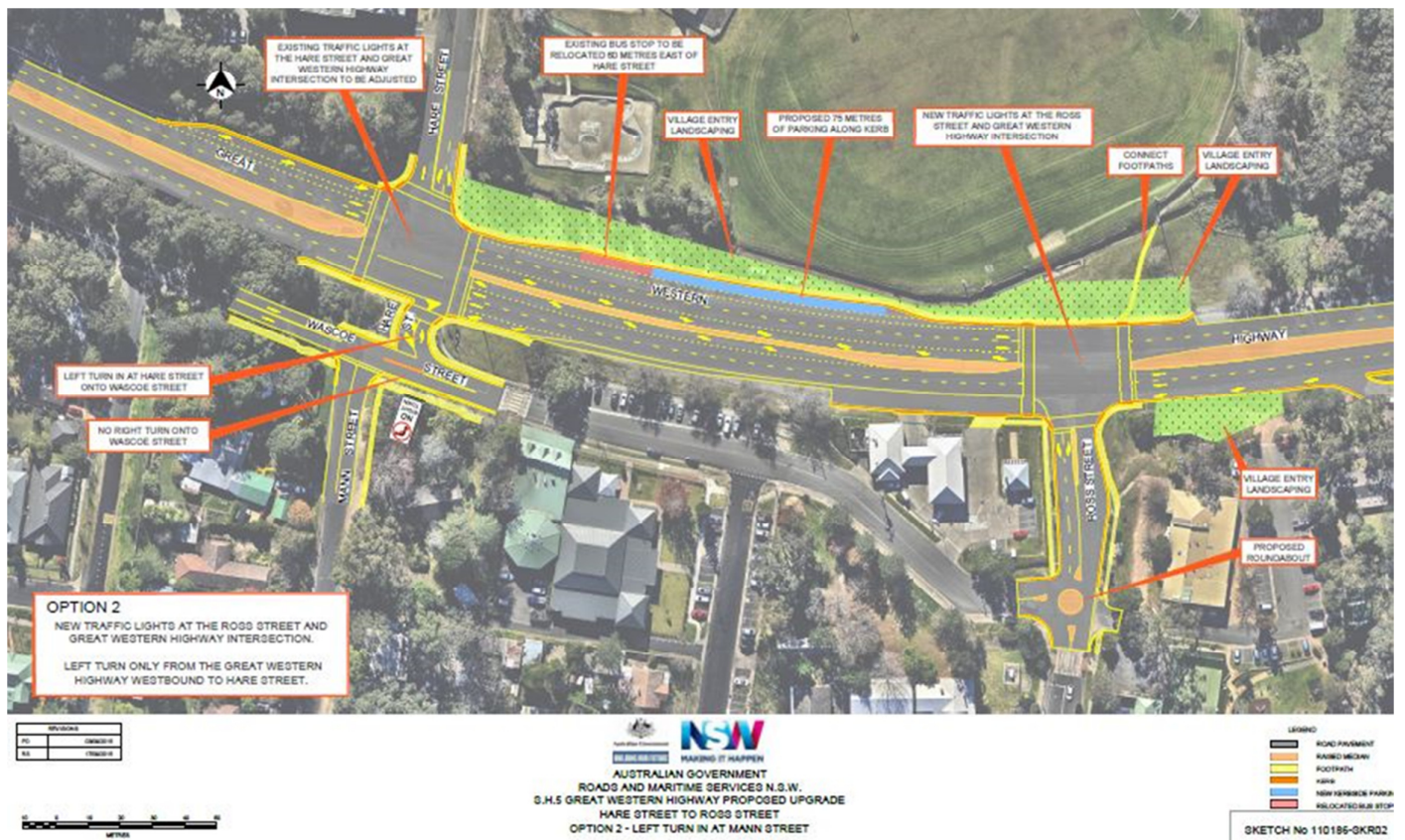
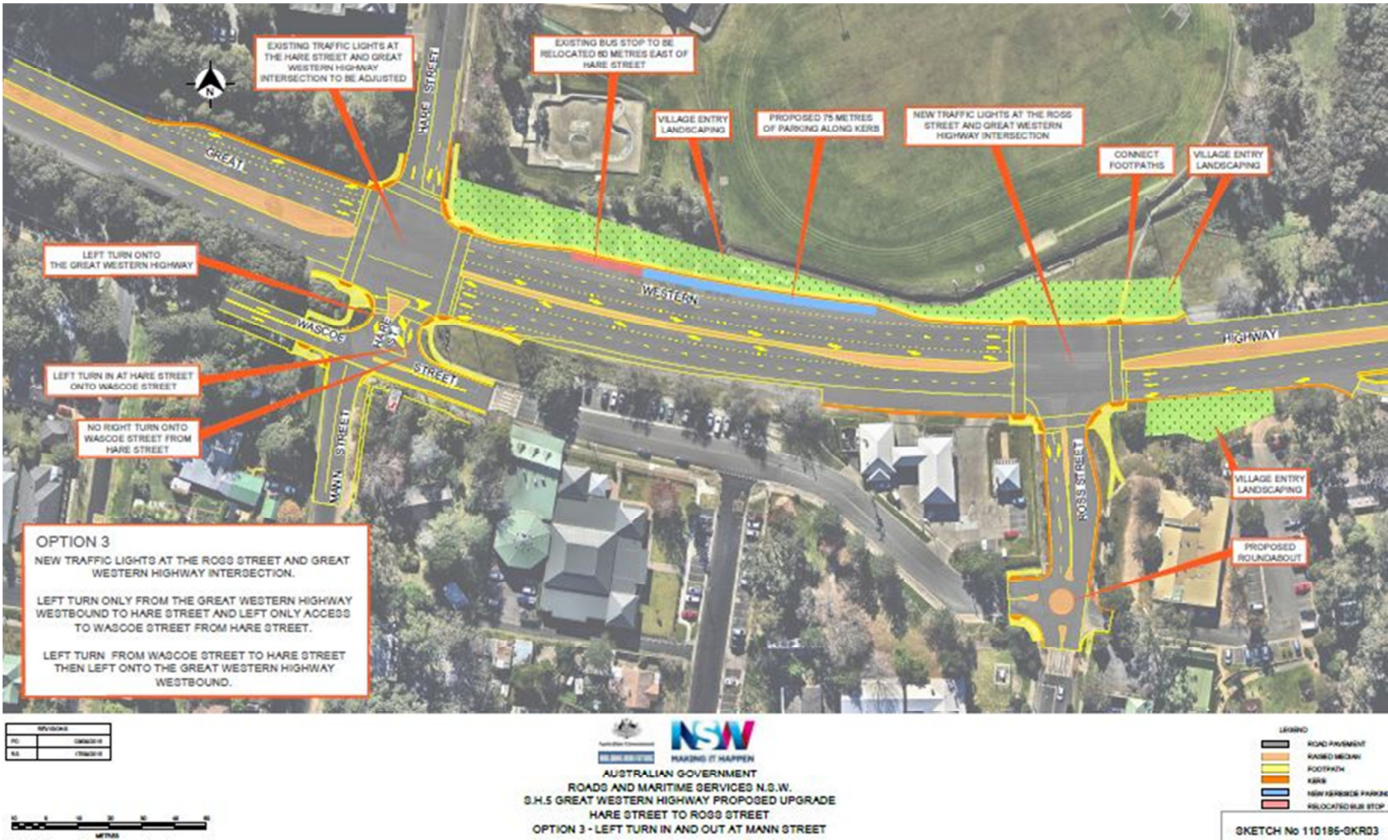




Figure 3 - Option 3



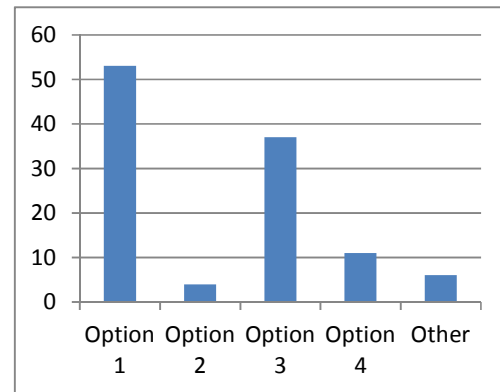
## 2 Findings

### 2.1 Number of responses

There were 111 individual (separate) submissions received throughout the community consultation. The ways in which the submissions were obtained is shown in Table 1.

*Table 1: Ways in which submissions were received*

| Consultation method      | Responses |
|--------------------------|-----------|
| Have Your Say website    | 63        |
| Information session      | 34        |
| Email Molino Stewart     | 7         |
| Telephone Molino Stewart | 4         |
| Email BMCC               | 3         |



*Figure 4: Preferred options from separate submissions*

### 2.2 Confusion with street names

The current signposting of the Hare Street (south) at its intersection with Great Western Highway caused some confusion throughout the consultation. The current signpost shows 'Mann Street' instead of 'Hare Street'.

This issue was reflected in early option maps and descriptions provided to the community on BMCC's Have Your Say website and in advertising. The issue was later rectified in maps provided to the community.

### 2.3 Preferred Option

The preferences for the four options from the separate submissions are shown in Figure 4. It should be noted that there was a petition attached to one of the separate submissions for Option 4 ('do nothing'). There were 42 signatures listed in the petition. As no other submissions used this method of gaining support, to be equitable it is important to firstly consider the preferences from all separate submissions without any weighting.

The 'Other' submissions mainly related to the preference to retain the existing Hare Street/ Wascoe Street/ Great Western Highway arrangement but to install traffic lights at the Ross Street/Great Western Highway intersection.

### 2.4 Reasons for Option 1

The main reasons for supporting the preferred Option 1 included:

- “Concern about children crossing Great Western Highway and access through Hare Street to Glenbrook.”
- “People come off Highway too fast”
- “Assists with the traffic flow in the area but also minimises the risk to pedestrians, particularly school students and those in the 50 years and older age group.”
- “I cannot tell you how many accidents I've seen almost happen, the amount of road anger and rage and that it seems that nobody knows the give way rules there. It is currently too confusing for people and is an accident waiting to happen.”

Details of all submissions have been recorded in spreadsheet and made available to NSW Roads and Maritime Services and BMCC.

## 2.5 Variations to Options

Several submissions provided creative variations to their preferred option. These have been recorded in the spreadsheet and made available to NSW Roads and Maritime Services and BMCC for further consideration.

## 2.6 Do nothing Option -v- Do something

Even including the petition support for one of the Option 4 ('Do Nothing') submissions, as shown in Figure 5 there was overwhelming support to Do Something to improve the current traffic arrangement in Glenbrook.

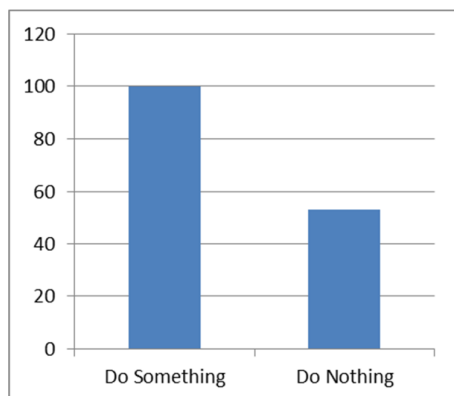


Figure 5: Support to Do Something

A copy of the final Community Consultation Report is contained in Appendix 2.

## 3. Councillor Briefing on community preferred option

The outcomes of the community consultation preferred option (full closure) on this project was presented to the Councillors at a briefing session on 22 March 2016. Following debate on the matter, the Councillor's determined that their preferred option should include increased access from Wasco/Hare/Mann onto the highway. Of particular note was access for NSWFR station west along Wascoe Street.

The revised option for 'Option 3' which is:

- Extend/install centre barrier on Wascoe to prevent;
  - right turn from Wascoe onto highway
  - right turn from Mann onto Wascoe
  - straight ahead/left turn onto highway from Mann
- Left turn only from Mann onto Wascoe

This option (now known as Option 3a) was developed by JWP and subject of a Value Management Workshop on the 15 April 2015.

#### **4. Value Management Workshop**

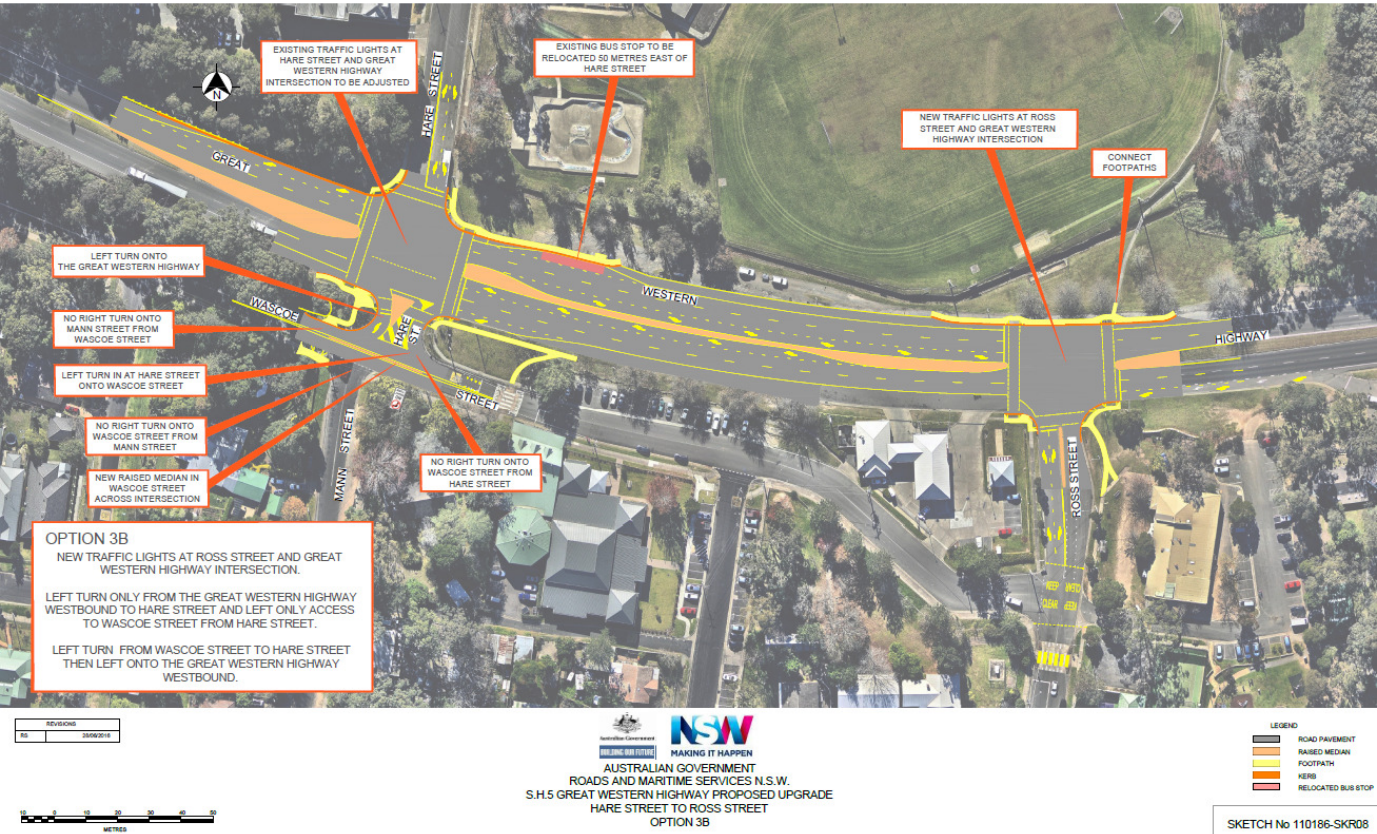
A Value Management Workshop was held 15 April 2016 to review Option 3A to look at reducing scope & cost from P50 cost estimate is \$9.12 million with a contingency included of \$1.19 million which significantly exceeded the funding offer of \$5 million. This became Option 3B. It was agreed that:

- all future work/effort will be based on Option 3a (to be referenced as Option 3B)
- VMW identified modifications and scope reductions that could reduce the estimated cost of Option 3a
- agreed to engage a third party to review and/or provide new P50 and P90 estimates
- Option 3a would still retain full signalisation of the GWH/Ross Street intersection and the proposed configuration at GWH/HARE/MANN/WASCOE Street intersections but would reduce other elements of the design such as extent of kerb on the northern side of GWH, treatment at Ross St/Wascoe Street, landscaping, maximising GWH southern side pavement, minimising northern side of GWH widening etc.
- Revised Project Proposal Report completed.

This work was completed and submitted to Roads and Maritime Service for consideration. Option 3B is shown below.



Figure 6 - Option 3B



## **5. Conclusion**

The final design option for the Upgrade of Ross Street/Great Western Highway Intersection, Glenbrook is Option 3B. This issue has been determined via a community engagement process, Councillor briefing and a Value Management Workshop. The preferred option has been submitted to the Roads and Maritime Service to seek funding from the Australian and NSW government for the project.