



Transport
Roads & Maritime
Services

M1 PACIFIC MOTORWAY REPLACEMENT AND WIDENING TUGGERAH TO DOYALSON

Issues Summary Report

AUGUST 2014

Prepared by SMEC Australia

This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by SMEC. SMEC makes no representation, undertakes no duty and accepts no responsibility to any third party who may use or rely upon this document or the information. Changes to available information, legislation and schedules are made on an ongoing basis and readers should obtain up to date information.

Contents

1.	Introduction	1
1.1	Proposal background and need	1
1.2	Proposal objectives	1
2.	Participation and communication	2
2.1	Participation and communication objectives	2
2.2	Community and stakeholder identification	2
2.3	Participation and communication tools and activities	2
3.	Participation and communication outcomes	6
3.1	Key issues	6
3.2	List of issues raised	11
4.	Conclusion and recommendations	14
5.	Next steps	15

Appendices

- A Community update – October 2013
- B Newspaper advertisement
- C Submission response letter

1. Introduction

In October 2013 Roads and Maritime Services invited stakeholders and the community to comment on the proposed upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges on the NSW Central Coast. The proposal involves widening a 12 kilometre section of motorway to provide three lanes in each direction and replacing a nine kilometre section of concrete pavement to provide a smoother road surface.

This report provides details of the participation and communication activities carried out from October 2013 to January 2014 and summarises the stakeholder and community feedback received.

1.1 Proposal background and need

Formerly known as the F3 Freeway, the M1 Pacific Motorway extends 127 kilometres between Sydney and Newcastle and is a primary freight route, forming a critical part of the National Land Transport Network. Approximately 65,000 motorists and 7,000 freight vehicles travel daily between Sydney, the Central Coast and Newcastle. It also links with the New England and Pacific Highways connecting northern NSW regional centres and Queensland.

Some of the highest traffic volumes in Australia are recorded on the M1 Pacific Motorway between Sydney and Newcastle. The 12 kilometre section between the Tuggerah and Doyalson interchanges is currently two lanes in each direction and has the highest volume of traffic of the remaining four lane sections between Sydney and the end of the motorway at Beresfield. This section of the motorway is subject to congestion particularly during peak periods and the concrete road pavement has experienced severe cracking.

The proposed upgrade would provide increased traffic capacity and more reliable and consistent travel times while catering for the increase in traffic forecast as a result of predicted growth in the Central Coast, Hunter Region and North Coast along with greater freight demand. Replacement of the concrete pavement would provide a smoother road surface for motorists and reduce maintenance costs in the future.

1.2 Proposal objectives

The objectives of the proposal are to:

- Reduce congestion and improve travel times along the motorway while providing for future predicted local and regional traffic growth.
- Improve safety for motorists travelling this section of the motorway particularly in wet weather.
- Improve the road surface and reduce future maintenance costs.
- Widen within the existing motorway corridor road reserve to reduce the construction footprint and impact on the surrounding environment.
- Maintain or improve the visual amenity in this section of the motorway so as to be consistent with the urban/landscape amenity of the motorway sections to the north and south.
- Minimise disruptions and delays to traffic during construction and ensure that road users are kept informed of travel conditions during works.
- Minimise the broader social and environmental impacts of the proposal.

2. Participation and communication

2.1 Participation and communication objectives

The overall aim of the proposal's consultation process is to ensure that the development of the proposal involves the community and stakeholders and considers their interests.

Objectives of the consultation with the community and stakeholders included:

- Inform the community and stakeholders of the proposal to upgrade the motorway.
- Advise potentially directly affected stakeholders of possible construction impacts.
- Seek feedback on the proposal and issues of concern from the community and stakeholders for consideration by Roads and Maritime in preparing the concept design.
- Advise stakeholders on how they may communicate concerns, complaints or suggestions related to the proposal and how they may obtain further information.

2.2 Community and stakeholder identification

A number of community and stakeholder groups were identified for inclusion in the participation and communications process.

These groups included:

- **Nearby property owners, residents and businesses** including those potentially affected by the proposal and construction impacts.
- **Community members and groups** including road users, cyclists and pedestrians within the wider Central Coast area.
- **Business community** including local businesses, services and facilities, in particular businesses within the service centres located within the proposal corridor.
- **Commuter population and transport groups and services** including motorists, motoring representative groups, heavy vehicle industry and freight groups.
- **Emergency services.**
- **Utility providers.**
- **Environmental organisations and groups.**
- **Indigenous groups** including the Darkinjung People and Local Aboriginal Land Council.
- **Government agencies and representatives** including Wyong Shire Council and elected government representatives.

Potential stakeholders were reviewed throughout the proposal to ensure that all had the opportunity to be included in the participation and communication activities.

2.3 Participation and communication tools and activities

The proposal was displayed for public comment from 18 October 2013 to 29 November 2013. The comment period was then extended to Friday 13 December 2013 to allow further engagement with potentially directed affected property owners. The participation and communication activities conducted during this period included:

- Community update mail out to about 13,000 local residents and businesses around the proposal area.
- Community information sessions.
- Information on the Roads and Maritime website.
- Static displays.
- Newspaper advertising.
- Media activities.
- Submission response letter.
- Provision of a Q&A sheet.
- Stakeholder briefings and presentations.

2.3.1 Community update

A community update was delivered to approximately 13,000 properties around the proposal area on 18 October 2013. A copy of the community update can be found in Appendix A.

Copies of the community update were also available at:

- Wyong Motor Registry.
- Office of the Member for Wyong.
- Roads and Maritime Central Coast Office, Woy Woy.
- Roads and Maritime Services website.

The document included:

- The background to the proposal.
- Features and benefits of the proposal.
- Potential impacts of the proposed construction activities.
- How the community and stakeholders could provide comments and feedback.
- Proposal contact details.

2.3.2 Community information sessions

Two community information sessions were held at the Roads and Maritime Wyong Motor Registry at the following times:

- Thursday 28 November 2013 3.00pm – 7.00pm. 8 attendees.
- Saturday 30 November 2013 10.00am – 2.00pm. 13 attendees.

2.3.3 Roads and Maritime website

The proposal was available to view on the Roads and Maritime website at rms.nsw.gov.au and is currently active. The project web page includes:

- Details of the proposal background.

- Features and benefits of the proposal.
- Links to proposal documents and community updates.
- Information on the next steps for the project.
- Project team contact details.

The web page is updated throughout all stages of the proposal, to keep the community informed of planning progress. The URL to the project web page is:

http://www.rms.nsw.gov.au/roadprojects/projects/central_coast_region/m1_motorway/tuggerah_doyalson/index.html

2.3.4 Static displays

The proposal was displayed with the community update at the following locations:

- Wyong Motor Registry.
- Office of the Member for Wyong.
- Roads and Maritime Central Coast Office, Woy Woy.

2.3.5 Newspaper advertisements

Newspaper advertisements were placed in the Central Coast Express Advocate on 23 October and 6, 22 and 27 November 2013. A copy is provided in Appendix B.

2.3.6 Media activities

A media release inviting community comment on the proposal was issued on 18 October 2013. A second media release was issued on 15 November 2013 to remind the community to comment on the proposal and advise of the information sessions and extension to the comments closing date.

Media coverage included articles in the Central Coast Express Advocate and Wyong Regional Chronicle, as well as news mentions on local radio stations 2GOFM and Star FM.

Copies of the media releases and media coverage is included in Appendix C.

2.3.7 Submission response letter

Individual responses were provided to community members and stakeholders who provided their comments and contact details to Roads and Maritime.

In addition a letter was sent to re-acknowledge receipt of their submission and explain the next steps for the proposal.

The letter stated that the Issues Summary Report would be completed and made available as soon as practical on the Roads and Maritime website and also provided contact details if further discussion or a hard copy of the report was required.

A copy of this general submission response letter can be found in Appendix D.

2.3.8 Q&A sheet

A Questions and Answer (Q&A) sheet was prepared and can be found in Appendix E. This was provided to all registered respondents, distributed at the information sessions and available on the project web page.

.

2.3.9 Proposal contact details

Proposal contact details were provided in all communications materials. A number of contact mechanisms were provided to enable community members to contact Roads and Maritime easily, should they wish to provide comments or ask questions.

- Telephone: (02) 4379 7001.
- Email: Central.Coast.Office@rms.nsw.gov.au.
- Mail: Roads and Maritime Services Central Coast Office, Upper Level, The Pavilion, 29-37 George Street (PO Box 766), Woy Woy 2256.

3. Participation and communication outcomes

The community comment period was held from 18 October 2013 to 13 December 2013. Roads and Maritime received responses from 43 respondents about a range of issues during this period.

Comments were received through:

- 24 written submissions
- 7 telephone calls
- 12 feedback forms from community information sessions.

Due to the open format nature of submissions, some submissions, calls and feedback forms contained multiple comments and raised multiple issues.

The responses received were reviewed and categorised first by issue and then by sub issue in order to identify potential groupings of themes, while noting that frequency of occurrence of a comment or issue is not necessarily the only indicator of relevance or importance.

The next section details the issues that were raised most often in these comments and Roads and Maritime responses to these issues. Section 3.2 provides details on other comments and issues that were received that relate to the proposal.

3.1 Key issues

Issue	Primary category	Number of comments made about this issue
Noise mitigation measures	Noise and vibration	12
Access to service centres	Traffic and access	10
Pavement treatment	Design	8
Traffic noise	Noise and vibration	7
Lane arrangements	Design	7
Consultation process	Consultation	6
Heavy vehicle noise	Noise and vibration	4
Interchange at Alison Road	Design	4
Doyalson Link Road interchange	Design	3
Illegal U-turns at service centres	Design	3
Access for emergency services	Construction	2
Access to service station businesses	Construction	2
Construction noise	Noise and vibration	2
Drainage issues	Design	2

The following graph illustrates the range of comments and issues received on the proposal.

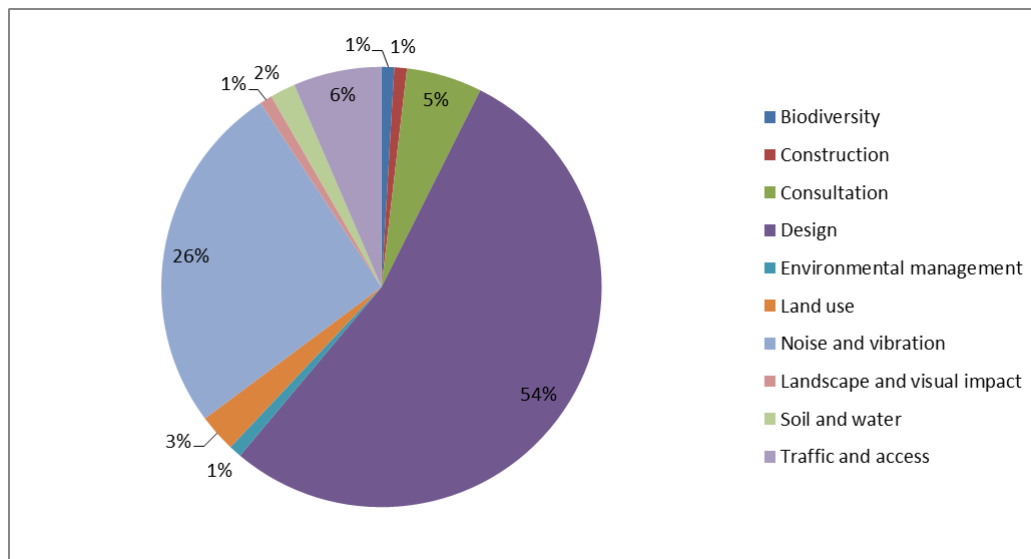


Figure 1: Distribution of comments by key issue

3.1.1 Operational traffic noise

A number of respondents made comments about existing traffic noise and how it has increased over time, adding their concern that this will increase as traffic does. The nature of noise mitigation measures to be included as part of the proposal was an issue for many respondents. The majority of these comments related to whether noise walls/barriers would be installed, either in affected sections or along the length of the proposal.

Roads and Maritime response

Operational traffic noise modelling has been carried out as part of the review of environmental factors to compare the current traffic background noise with future predicted noise levels. The results show the operational noise would increase gradually over the 10 year environmental assessment period due to predicted traffic growth. A very small increase in operational noise may take place when the proposed upgrade is completed due to slight changes in the road geometry. However improvements to the pavement surface may mitigate this potential noise increase.

Potential management measures outlined in the review of environmental factors for consideration include road design, traffic management, quieter road surfaces and noise barriers. Properties that would be potentially impacted by traffic noise have been identified and specific individual noise treatments for properties would be discussed with relevant property owners.

3.1.2 Access to service centres

The proposed design for access to the service centres located adjacent to the M1 Pacific Motorway within the proposal area was important to a number of respondents. Specifically, respondents asked for an increase in the length of the access ramps to the service centres, in particular the northbound entry ramp from the service centre onto the motorway.

Other comments included a request for a 'suitable barrier' similar to the one installed at the new Tuggerah northbound on lane in order to prevent vehicles crossing multiple lanes when entering or exiting.

Roads and Maritime response

The planning for the proposed upgrade has considered the service centre connections with the motorway. The current connections are shorter than would be required by current road design standards and is particularly an issue for the northbound direction.

Options to address this situation have been considered as part of the concept design for improved safety. The concept design allows for longer northbound and southbound entry ramps from the eastern and western service centres.

3.1.3 Pavement treatment

A number of comments related to the proposed pavement treatment along the upgraded section, with questions relating to the selection of appropriate materials to reduce the noise generated by traffic. Comments made included:

- Pavement material should be selected to mitigate tyre noise.
- Pavement should be asphalt rather than concrete to reduce noise impacts.
- Existing concrete pavement and the cracking that has occurred is of major concern.

Roads and Maritime response

The upgrade is proposing to use pavement materials consistent with the existing concrete and asphalt materials used in this section of the motorway. This includes widening and replacing a nine kilometre section of concrete pavement between Wyong River and the Doyalson interchange, consistent with the existing concrete pavement in this section. Widening of the remaining three kilometre section between Wyong River and the Tuggerah interchange would involve laying asphalt pavement which is currently used in this section of motorway.

The noise issues associated with pavement types have been considered in the review of environmental factors and will be further considered during detailed design.

3.1.4 Lane arrangements

Several comments were made regarding the proposed lane arrangements, including suggestions for additional lanes along the motorway and improvements to lane and access arrangements at the Sparks Road and Doyalson interchanges.

Roads and Maritime response

The proposal has considered this feedback and a range of options for lane configurations on the basis of safety, engineering feasibility and cost. These options are described in full in the review of environmental factors report.

Since the 2013 display, a concept design has been prepared which includes a connection between Sparks Road northbound entry ramp and the Doyalson Link Road interchange to minimise impacts of merging onto the motorway.

3.1.5 Consultation process

Several questions relating to the consultation process were raised by respondents, including:

- Will the review of environmental factors be displayed to the public?
- What is the submissions process to make comment on the project?
- How are stakeholders potentially impacted by the proposal identified?

Roads and Maritime response

Stakeholders are identified throughout the proposal development process by a number of means. Directly affected groups such as road users, adjacent residents and businesses, transport groups and relevant government agencies were identified by the project team. Additionally, consultation activities such as those outlined in this report and also in the review of environmental factors are designed to attract a wider range of comments from other stakeholders.

Interested community members are able to register to be kept informed as the project progresses.

The technical studies associated with the review of environmental factors also assist in the identification of relevant and potentially impacted stakeholders. The review of environmental factors report outlines potential impacts and management measures.

The review of environmental factors is available to the community to view on the project website with community and stakeholder comment being sought. The review of environmental factors contains details about the submissions process as does the community update accompanying the notification of the public display. For enquiries and submissions outside of the review of environmental factors process, the project website contains details for how to contact the project manager.

3.1.6 Heavy vehicle noise

Respondents commented on the existing noise problems associated with heavy vehicles, including compression braking for entry to service centres and engine noise and trucks change down near Alison Road.

Roads and Maritime response

Operational traffic noise modelling has been carried out as part of the review of environmental factors to compare the current traffic background noise with future predicted noise levels. This has included noise generated by heavy vehicles. The outcomes of this assessment are provided in full in the review of environmental factors report. Please also refer to section 3.1.1 of this report for more information on operational traffic noise.

3.1.7 Interchange at Alison Road

Several respondents asked whether the proposal would include a new interchange at Alison Road.

Roads and Maritime response

The proposal will not include connections to Alison Road. Alison Road is currently a local road managed by Wyong Council that services schools, homes and community facilities. Traffic modelling shows that the Wyong Road and Sparks Road interchanges adequately service a number of locations along and adjacent to the motorway, including the Tuggerah, Wyong and Warnervale communities.

3.1.8 Doyalson Link Road interchange

Several respondents asked whether the proposed upgrade would include additional ramps at the Doyalson Link Road to create a full interchange.

Roads and Maritime response

The proposed upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges has been developed to cater for current and forecast future traffic growth. The proposal includes provision for future ramps at the Doyalson Link Road Interchange but there are no plans at this time to construct the ramps as part of this upgrade:

- Northbound entry ramp from Doyalson Link Road. This would require the construction of a new bridge over the motorway.
- Southbound exit ramp from the motorway onto Doyalson Link Road.

3.1.9 Illegal u-turns at service centres

Several respondents raised comments that vehicles are frequently observed undertaking illegal u-turns across the median between the two service centres. Anecdotal evidence suggests that the majority of these movements relate to staff working at the two centres, wanting to avoid driving the extra distance necessary to access the next interchange north or south of the service centres.

Roads and Maritime response

The proposal would include cross over points along the motorway. These are provided for emergency access and it is illegal for unauthorised vehicles to use these cross over points. NSW Police manage compliance with the road regulations. The final location of cross over points would be determined during detailed design.

3.1.10 Access for emergency services

Two separate issues were raised in relation to access for emergency services, in particular the Rural Fire Service:

- Visibility of existing cross over signs is poor.
- Wire rope median presents difficulties for emergency services to pull off from the main carriageway.

Roads and Maritime response

The proposal would include cross over points along the motorway. These are provided for emergency access and it is illegal for unauthorised vehicles to use these cross over points. Signage for these points is designed so that it does not attract or invite unauthorised use. The final location of cross over points would be determined during detailed design. This issue would be considered in the final placement of cross over points.

3.1.11 Access to service centre businesses

Several respondents raised concerns over whether access to the businesses within the service centres would be maintained unimpeded during the construction phase.

Roads and Maritime response

Roads and Maritime is committed to maintaining access to the service centres 24 hours per day seven days per week. Due to the need to rebuild sections of the motorway, it would be necessary to provide modified access arrangements to the service centres during construction. Roads and Maritime would endeavour to minimise disruptions to access to the service centres.

3.1.12 Construction noise

Comments relating directly to construction noise impacts were received, specifically concerns about increased noise impacts for nearby properties during construction.

Roads and Maritime response

Roads and Maritime has carried out detailed construction noise modelling to predict likely construction noise levels at all locations along the proposal length. The outcomes of this assessment are provided in full in the review of environmental factors report.

The proposal includes extended construction hours between 6am and 8pm on Monday to Friday and 7am to 5pm on Saturday. Some construction activities would generate substantial noise including earthworks, saw cutting and piling activities. Management measures would include limiting noise related work to standard construction hours and minimising noise generated by machinery wherever possible.

Some night work would be required as part of the proposal to minimise traffic disruptions and ensure the safety of workers. Night work would be carried out for emergency, safety, environmental or other related purposes and would be limited to activities of minimal noise impact.

Work would be carried out in accordance with the Roads and Maritime Environmental Noise Management Manual (December 2001) and the NSW Office of Environment and Heritage Interim Construction Noise Guidelines (July 2009).

3.1.13 Drainage

Comments were raised in relation to drainage, including issues currently with water runoff from north of Colliers Lane and suggestions that new drainage include retention ponds for water leaving the corridor.

Roads and Maritime response

Drainage systems for the proposal would be designed during the detailed design phase. The drainage design would evaluate measures to improve stormwater quality by using a range of possible measures that include basins, vegetated swale drains and gross pollutant traps. Such measures would be investigated for protecting sensitive downstream environments including drinking water supply and State Environmental Planning Policy 14 wetlands.

3.2 List of issues raised

In addition to the above issues that were raised more than once by respondents, the following issues relating to the proposed upgrade of the motorway were also identified. Issues have been grouped for ease of reference.

Roads and Maritime will consider all comments and feedback received in finalising the environmental assessment and concept design.

Construction

When will construction commence and how long will it take?

Design

Will it be necessary to widen any of the existing bridges in the section scheduled for work?

The length of the access ramps at Sparks Road should be increased.

Has any consideration been made to provide an additional interchange north of Tuggerah to provide direct access to Wyong?

The connection from Warnervale Interchange to Toronto Interchange needs to be improved.

Will there be notification of nightworks?

Are there any plans to modify the provision of pedestrian access on Alison Road overpass? Currently only provided on one side of the road.

The overbridge pylons are potentially close to traffic and present a safety risk.

What safety provisions will be made for traffic arrangements during construction?

Will RMS provide two lanes each way on Sparks Road?

Consider upgrading the M1 between Kariong and Peats Ridge concurrently or prior to the proposal.

Improve sight distance through the elimination of the bend in the southbound carriageway near the service centre.

A full median barrier should be provided along the length of the proposal.

Locked gates should be installed at all u-turn bays.

A 3.0m emergency stopping lane should be provided on the outside of the carriageway for the length of the proposal.

Will road tolls be imposed?

Secure fencing should be provided around the service centres to ensure vehicles, animals and people are not able to access the motorway through the service centres from adjoining roads and properties.

A bike lane parallel to the motorway should be provided for the full length of the proposal.

Toohey Road should be sealed and connected to the motorway to serve as a detour.

The phone bays should be enlarged.

Three lanes each way is insufficient to meet current traffic demands.

Biodiversity and environmental management

Have considerations been proposed to assist wildlife movement between colonies?

What environmental safeguards will be implemented?

Land use

Are there any mining proposals that extend under the motorway?

Will the project impact McPherson Reserve?

Noise and vibration

Operational noise compliance monitoring for vehicles should be undertaken on an ongoing basis.

Landscape and visual impact

Reduce vegetation between ramp and motorway to improve line of sight.

Traffic and access

All heavy vehicles should be required to use the left lane.

How will the interchange of Sparks Road, Doyalson Link Road and the M1 going to work with the increased traffic from the new town centre?

Many staff access the service centres via informal tracks from St Johns Road. Would this increase the traffic on St John's Road to an unmanageable level?

4. Conclusion and recommendations

Based on community and stakeholder feedback received during the community comment period, respondents were supportive of the proposal to upgrade the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges to provide three lanes in each direction and replace a nine kilometre section of the existing pavement.

The majority of feedback received related to the upgrade design and potential construction impacts, in particular noise and traffic impacts. These key areas of potential impact and mitigation activities have been identified in the review of environmental factors.

Roads and Maritime will work closely with potentially affected property owners and stakeholders in relation to potential impacts during the planning for this project. Roads and Maritime will do this by:

- Informing the community and stakeholders of consultation outcomes and the next steps for the proposal via publication of this report.
- Continuing to carry out participation and communication activities as the proposal progresses. This includes consultation with potentially affected stakeholders in relation to potential construction impacts such as noise.
- Ensuring community and stakeholder comments and suggestions are considered in the ongoing development of the proposal.
- Displaying the review of environmental factors and concept design for community and stakeholder comment and preparing a submissions report showing how comments and concerns have been considered in the final concept design.

5. Next steps

Planning for the proposal is a priority and moving forward Roads and Maritime:

- Has considered the issues raised in this report in preparing the review of environmental factors and concept design.
- Will continue to engage with the community through the Roads and Maritime website and other engagement activities to keep the community and stakeholders informed of planning progress.
- Will continue to consult with nearby residents, particularly in relation to noise impacts.
- Will display the review of environmental factors for comment prior to finalising the concept design and seeking project approval.

Appendix A

Community update – October 2013

OCTOBER 2013

M1 Pacific Motorway widening

Between the Tuggerah and Doyalson interchanges



Roads and Maritime Services is planning an upgrade of the M1 Pacific Motorway (formerly the F3 Freeway) between the Tuggerah and Doyalson interchanges to improve traffic flow and safety.

The proposed upgrade involves widening the motorway to provide three lanes in each direction, as well as rebuilding the roadway to provide a smoother and more durable surface.

Stakeholders and the community are invited to comment on the proposed upgrade by **29 November 2013**. Roads and Maritime will consider this feedback in finalising the concept design.

Background

The M1 Pacific Motorway is a critical link in the National Land Transport Network and is part of the Sydney to Brisbane corridor, which is one of the busiest transport corridors in Australia.

The 12 kilometre section between Wyong Road at Tuggerah and the Doyalson Link Road is currently two lanes in each direction and has the highest volume of traffic of the remaining four lane sections between Sydney and the end of the motorway at Beresfield. It is used by through traffic and traffic from north of Wyong accessing the Central Coast.

The proposed upgrade would cater for the expected increase in traffic forecast as a result of predicted growth in the Central Coast, Hunter Region and North Coast along with greater freight demand.



The proposal

- The proposed upgrade includes:
- Widening a 12 kilometre section of the motorway to provide three lanes in each direction between Wyong Road at Tuggerah and the Doyalson Link Road
 - Rebuilding a nine kilometre section of the motorway between Wyong River and the Doyalson interchange to improve the road surface
 - Improving road drainage for greater wet weather safety
 - Providing safety and capacity improvements to key motorway interchanges at Warnervale and Doyalson.

Benefits

- Key benefits of the proposed upgrade include:
- Increased traffic capacity along the motorway for more reliable travel times
 - Improved road safety through providing a smoother, more durable road surface, and improving drainage for stormwater runoff
 - Improved safety for motorists at the entry and exit points to the interchanges
 - Reduced maintenance costs in the future.

Proposed construction

The proposed upgrade involves widening the motorway into the median to provide the additional lane on each carriageway. Construction would require carriageway closures but two travel lanes in each direction would be maintained during peak periods.

During widening of the southern three kilometre section between the Tuggerah interchange and Deep Creek, traffic would be moved to the road shoulder and a construction zone established in the median. Both carriageways would remain open.

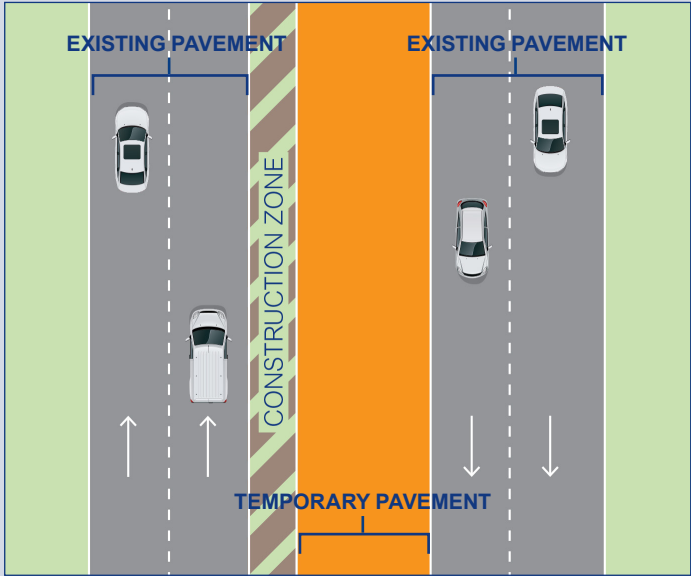
Construction of the remaining nine kilometres between Wyong River and the Doyalson interchange would require closure of one carriageway at a time in order to rebuild the road surface. Two lanes in each direction would be maintained during peak periods with traffic separated by a concrete barrier. This section of work could be carried out in at least two stages to reduce disruption to motorists, while ensuring safe and efficient construction.

An indicative four step process for carrying out the rebuilding and widening of the nine kilometre section is shown in **Diagram 1**.

Key impacts

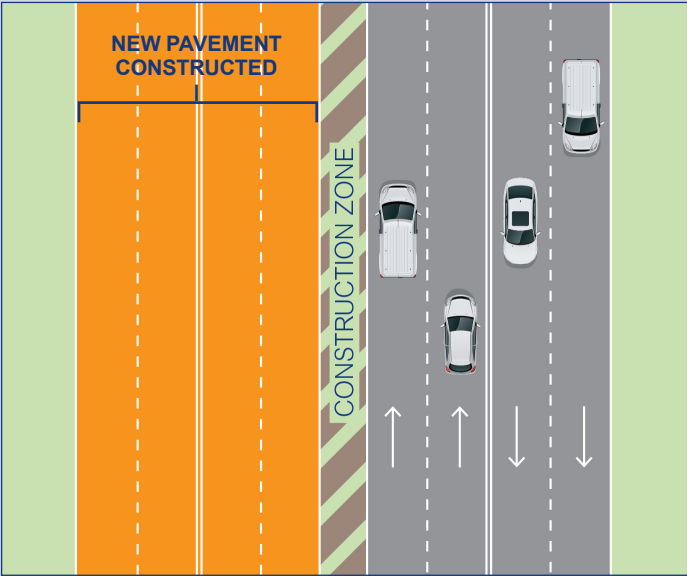
- The proposed construction activities would be disruptive for motorists, nearby residents and a range of stakeholders. Roads and Maritime will work with stakeholders during the planning process to understand and consider any issues of concern.
- Construction impacts may include:
- Delays and disruptions to traffic flow due to lane and carriageway closures
 - Changed traffic conditions including reduced speed limits during construction
 - Night work would be required and may cause noise and lighting impacts for nearby residents
 - Existing access to the service centres may be temporarily affected and alternative access arrangements would be made
 - Disruption or temporary closure of informal parking areas at the Warnervale interchange
 - Cyclists would be unable to use the motorway between the Tuggerah and Doyalson interchanges during construction. Roads and Maritime will work with the cycling community to identify alternative cycling routes.

Diagram 1: Wyong River to Doyalson interchange – Indicative traffic arrangements during construction



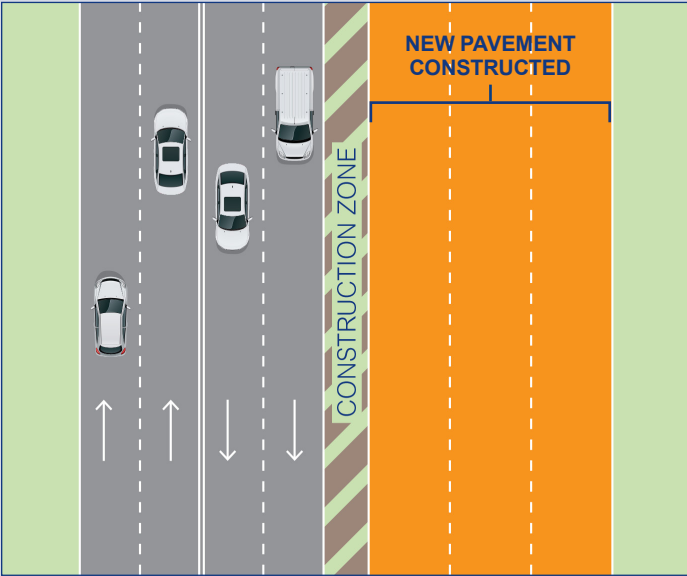
Step 1

Traffic in each direction would be moved over in two lanes. Temporary road widening would occur to widen one carriageway to safely carry four lanes of traffic.



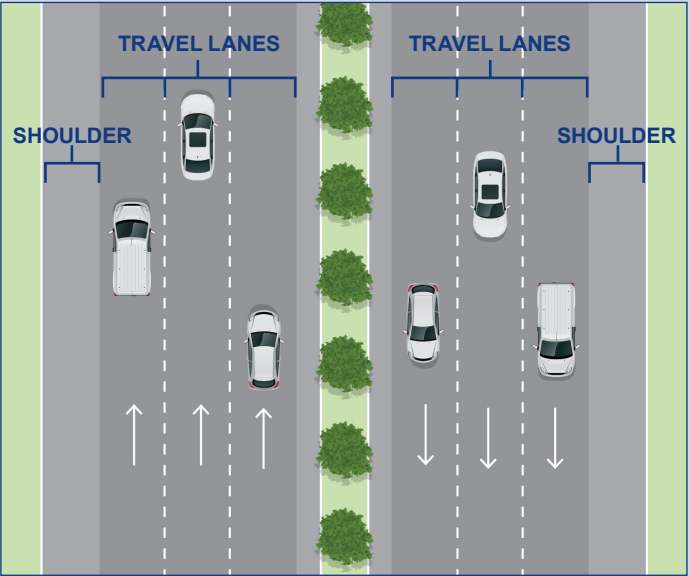
Step 2

A traffic switch would be carried out in order for all four lanes of traffic to operate on one carriageway. During this stage the other carriageway would be rebuilt.



Step 3

All four lanes of traffic would be moved to the newly built carriageway. During this stage the construction contractor would rebuild the remaining carriageway.



Step 4

Traffic would be returned to two carriageways, operating as three lanes in each direction.

Involving the community and stakeholders

Roads and Maritime will work with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

Stakeholders and the community are invited to comment on the proposed upgrade by 29 November 2013.

Roads and Maritime will consider the feedback received when finalising the environmental assessment and concept design.

Next steps

Upcoming planning activities include:

- Community and stakeholder discussions
- Consultation with nearby residents
- Review of environmental factors

The timing of construction has not yet been confirmed.

Please send us your feedback by:

Phoning: Simon Cusack, Project Manager on
(02) 4379 7001 (during business hours)

Emailing: Central.Coast.Office@rms.nsw.gov.au

Writing to: Simon Cusack, Project Manager
RMS Central Coast office
PO Box 766
Woy Woy NSW 2256

Information is also available on the website at
rms.nsw.gov.au



This paper is • carbon neutral • Australian-made • recycled fibre • elemental chlorine free • pulp derived from sustainably managed sources



Privacy Your personal information in correspondence is collected for the sole purpose of assisting in the assessment of the proposal. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless a clear indication is given in the correspondence that such information is not to be published. Otherwise the RMS will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by the RMS at Central Coast Office, Upper Level, The Pavilion, 29-37 George Street, Woy Woy, NSW, 2256. You have the right to access and correct the information if you believe that it is incorrect.

Appendix B

Newspaper advertisement

MI Pacific Motorway widening between the Tuggerah and Doyalson interchanges

Roads and Maritime Services is planning an upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges to improve traffic flow and safety.

The proposed upgrade involves widening the motorway to provide three lanes in each direction and rebuilding the roadway to provide a smoother and more durable surface.

The proposal and community update are available at rms.nsw.gov.au, the Roads and Maritime Motor Registry at Wyong and the Roads and Maritime Woy Woy office.

You are invited to comment on the proposed upgrade by **Friday 29 November 2013**. Feedback will be considered by Roads and Maritime in finalising the concept design.

N38059

For more information please contact Simon Cusack on (02) 4379 7001, email Central.Coast.Office@rms.nsw.gov.au or visit rms.nsw.gov.au

MI Pacific Motorway widening between the Tuggerah and Doyalson interchanges

Roads and Maritime Services is planning an upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges to improve traffic flow and safety.

The community is invited to view the proposed design and find out more information at staffed displays to be held on **Thursday 28 November from 3.00pm to 7.30pm and Saturday 30 November from 10.00am to 2.00pm at the Roads and Maritime Motor Registry Office Training Room, accessed via Anzac Avenue, Wyong.**

The proposal and community update are available at rms.nsw.gov.au.

The comment period for the proposed work has been extended with **comments closing Friday 13 December 2013**. Feedback will be considered by Roads and Maritime in finalising the concept design.

N35235

For more information please contact
Simon Cusack on 02 4379 7001,
email Central.Coast.Office@rms.nsw.gov.au
or visit rms.nsw.gov.au

Appendix C

Media Releases and coverage



Duncan Gay MLC

Minister for Roads and Ports

Deputy Leader of the Government
Legislative Council

Chris Hartcher MP

Minister for Resources and

**Energy, Special Minister of State
& Minister for the Central Coast**

Member for Terrigal

MEDIA RELEASE

Friday 18 October 2013

HAVE YOUR SAY ON THE M1 UPGRADE FROM TUGGERAH TO DOYALSON

Roads Minister Duncan Gay, Minister for the Central Coast, Chris Hartcher and Member for Wyong, Darren Webber today invited community feedback on the proposed upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges.

Minister Gay said the NSW Government provided \$3 million toward planning for the upgrade which aims to improve capacity and safety for all road users.

"Roads and Maritime Services is proposing to upgrade a 12 kilometre section of the motorway to three lanes in each direction from Wyong Road at Tuggerah and the Doyalson Link Road to improve road safety and reduce travel times," he said.

Mr Hartcher said to ensure the NSW Government gets the balance right, community comment on the proposal is being invited via the Roads and Maritime website from Friday 18 October to Friday 29 November.

"The proposal includes rebuilding a nine kilometre section of the motorway between Wyong River and the Doyalson interchange to improve the road surface. Stormwater drainage would also be installed to improve road safety in wet conditions," he said.

Mr Webber said all feedback received would be considered by Roads and Maritime when finalising the environmental assessment and concept design.

"Roads and Maritime will continue to work with residents and stakeholder groups as the proposal progresses," he said.

For more information visit www.rms.nsw.gov.au/roadprojects

Media: Lance Northey 0467 743 192 or Marie Scoutas 0467 739 976



Seeking upgrade views

Errol Smith

COMMUNITY feedback is being sought on the proposed upgrade of the M1 between the Tuggerah and Doyalson interchanges.

The NSW Government has provided \$3 million in 2013-14 toward planning for the motorway upgrade to improve traffic flow and safety.

The proposal involves widening the motorway to provide three lanes in each direction and rebuilding the road to provide a safer and more durable surface.

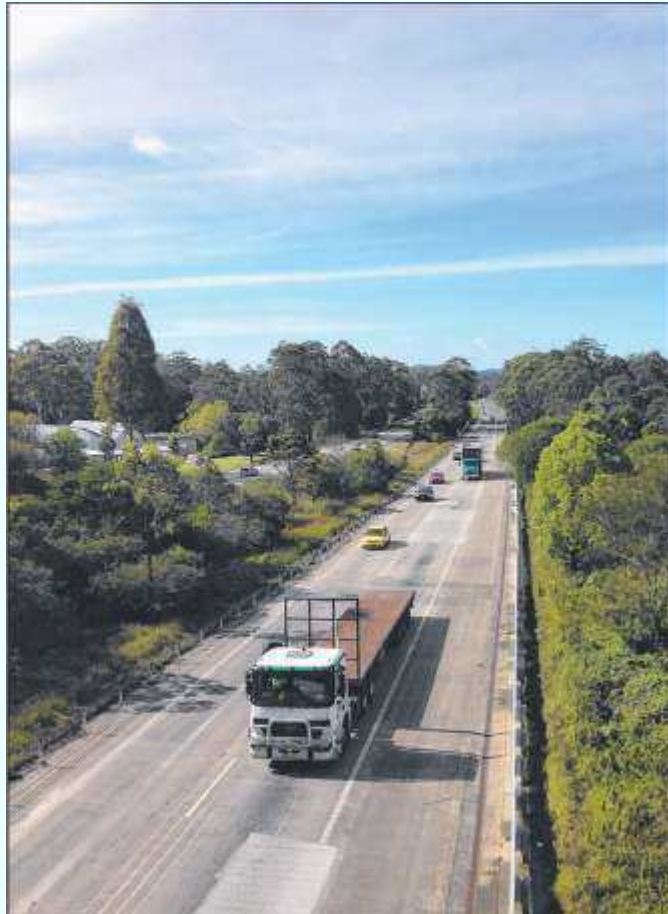
Wyong state Liberal MP Darren Webber believes this will be welcomed news to the thousands of Central Coast motorists who use this section of the M1 on a daily basis.

"I am pleased to advise that the comment period for the proposed work has been extended by two weeks with comments now closing Friday, December 13," he said.

"This ensures that all interested residents are given the opportunity to provide feedback."

"These comments will be considered by Roads and Maritime in finalising the concept design."

The community is invited to view the proposed design



What are your thoughts on widening the M1?

and find out more information at staffed displays to be held on November 28 between 3pm and 7.30pm and November 30 between 10am and 2pm at Roads and Maritime Motor Registry office

Registry Office Training Room, accessed via Anzac Ave, Wyong.

The proposal and community update are available at rms.nsw.gov.au/roadprojects. Details: rms.nsw.gov.au/roadprojects



Feedback sought on M1 upgrade between Tuggerah and Doyalson

Community members are now able to provide feedback on the proposed upgrade of the M1 motorway between Tuggerah and Doyalson interchanges.

Member for Wyong Mr Darren Webber said the NSW government will provide \$3 million in 2013/14 toward planning for the upgrade to improve the flow of traffic and road safety.

The upgrade will see work undertaken on a 12 km section of motorway in each direction from

Wyong Rd at Tuggerah to the Doyalson Link Rd.

Mr Webber said the proposal involved widening the motorway to provide three lanes in each direction and rebuilding the road to provide a safer and more durable surface.

“This will be welcome news to the thousands of

Central Coast motorists who use this section of the M1 on a daily basis,” Mr Webber said.

“Feedback will be considered by Roads and Maritime in finalising the concept design.”

Media release, 18 Nov 2013
Office of Darren Webber

The M1 is set to be widened in both directions between Doyalson and Tuggerah. Wyong ...

 2GO FM, Gosford, 11:00 News, Newsreader

19 Nov 2013 11:04 AM

Duration: 0 min 33 secs - ASR AUD 87 - NSW - Australia - ID: W00055316746

The M1 is set to be widened in both directions between Doyalson and Tuggerah. Wyong MP Darren Webber says \$3 million has been allocated for the expansion.

Interviewees

Darren Webber, Wyong MP



5,000 ALL
2,100 MALE 16+
2,900 FEMALE 16+

Locals can view early suggestions for the upgrade of the M1 Motorway between ...

 STAR FM 104.5, Erina, 08:00 News, Newsreader

21 Nov 2013 8:04 AM

Duration: 0 min 23 secs - ASR AUD 94 - NSW - Australia - ID: W00055346712

Locals can view early suggestions for the upgrade of the M1 Motorway between Tuggerah and Doyalson today.

 6,900 ALL
2,900 MALE 16+
3,700 FEMALE 16+

Appendix D

Submission response letter

22 November 2014

SF2012/049634

[Insert name of respondent]
[Insert address of respondent]

Dear [insert salutation]

M1 Pacific Motorway widening proposal

Thank you for taking the time to provide feedback in relation to the proposed upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges, which is currently open for comment.

Many submissions are being received from the community. Roads and Maritime Services will collate and review all submissions over the next month. Community consultation is a valuable component of the developing the proposal, however analysing these submissions does take time to complete in a thorough manner.

Once this work has been completed, Roads and Maritime will prepare an Issues Summary Report to respond to the issues raised during the display of proposal.

The Issues Summary Report will be completed and made available as soon as practical on the project website - www.rms.nsw.gov.au

If you wish to discuss this matter further please contact me by emailing Central.Coast.Office@rms.nsw.gov.au or by phone on (02) 4379 7008.

Yours sincerely

Simon Cusack
A/Project Development Manager
Development North

Roads & Maritime Services

Appendix E

Proposal Q&A sheet

M1 Pacific Motorway widening between the Tuggerah to Doyalson interchanges

1. What is the M1 Pacific Motorway?

The former F3 Freeway has been renamed the M1 Pacific Motorway as part of the new alphanumeric system that has been introduced across the NSW state road network, which tells motorists whether they are travelling on a motorway (M), route of national significance (A) or state significance (B). This brings the NSW state road network in line with Victoria and Queensland who are already using the alphanumeric system.

2. Why is the M1 Motorway being upgraded?

The M1 Pacific Motorway is being upgraded between the Tuggerah and Doyalson interchanges to improve safety and traffic flow for all road users.

The 12 kilometre section between Wyong Road at Tuggerah and Doyalson Link Road is currently two lanes in each direction and has the highest volume of traffic of the remaining four lane sections between Sydney and the end of the motorway at Beresfield.

The proposed upgrade involves widening the motorway to provide three lanes in each direction and rebuilding the roadway to provide a smoother and more durable surface.

The proposed upgrade would cater for the expected increase in traffic forecast as a result of predicted growth in the Central Coast, Lower Hunter Region and North Coast along with greater freight demand.

3. How many vehicles travel along this section of the motorway each day?

Around 65,000 vehicles (in combined directions) travel along this section of the motorway between Wyong Road at Tuggerah and the Doyalson Link Road every day. This section of motorway is used by through traffic and traffic from north of Wyong accessing other parts of the Central Coast.

4. What will the proposed upgrade involve?

The proposed upgrade involves:

- Widening a 12 kilometre section of the motorway to provide three lanes in each direction between Wyong Road at Tuggerah and Doyalson Link Road
- Rebuilding a nine kilometre section of the motorway between Wyong River and the Doyalson interchange to improve the road surface
- Improving road surface drainage for greater wet weather safety
- Providing capacity and safety improvements to key motorway interchanges at Warnervale and Doyalson

5. What benefits would the proposed upgrade deliver?

Key benefits of the proposed upgrade include:

- Increased traffic capacity along the motorway for more reliable travel times
- Improved vehicle ride quality through providing a smoother, more durable road surface
- Improved road surface drainage along the motorway for greater wet weather safety
- Improved safety for motorists at the entry and exit points to the interchanges
- Reduced maintenance costs in the future

6. What investigations has Roads and Maritime carried out for this upgrade?

Roads and Maritime has carried out investigations to prepare the design, including:

- Traffic modelling (including intersection simulation) of the existing and predicted future traffic volumes
- Ground condition and pavement investigations
- Environmental investigations, including noise monitoring, flora and fauna studies and urban and landscape design reviews
- Commuter car parking survey
- Construction staging and construction methodology assessments
- Road and bridge investigations and design.

7. What is the cost of the proposed upgrade?

The NSW Government is providing \$3

million in 2013-14 to progress planning for the proposed upgrade. Detailed design and a cost estimate for construction is yet to be prepared.

8. When will construction start and how long would it take?

The project is currently in the planning stage and the timing of construction has not yet been confirmed.

Roads and Maritime are seeking to complete the concept design and environmental assessment by mid 2014.

Following this and subject to further funding, the project would then proceed to detailed design.

Preliminary planning indicates that the upgrade works would take around three years to construct.

9. What are the construction impacts?

There are a range of potential impacts that could affect traffic and adjacent residents during construction. These include:

- Delays and disruptions to traffic flow due to lane and carriageway closures with traffic switches required at times.
- Changed traffic conditions including reduced speed limits. Roads and Maritime would aim to provide a speed limit of no less than 80km/h during normal peak travel periods to ensure worker and motorist safety while minimising traffic disruption.
- Night work would be required and may cause noise and lighting impacts for nearby residents.
- Existing access to the service centres may be temporarily affected or relocated while sections of the motorway are rebuilt and alternative access arrangements would be made. Roads and Maritime will work with the owners and operators of the service centres to minimise impacts during construction.
- The proposal includes work along

Sparks Road at the connection to the motorway (Warnervale interchange). This would lead to disruptions to the informal parking areas on Sparks Road. Commuters would be notified of any possible impacts in advance of construction starting.

10. Will pedestrian and cycleway access be restricted during construction?

Cyclists would be unable to access the motorway between the Tuggerah and Doyalson interchanges during construction. Roads and Maritime will work with stakeholders to identify alternative cycling routes. Signage and communications would be used during construction to notify cyclists of alternative routes.

There may be temporary impacts for pedestrians crossing the motorway using the Sparks Road bridge and in the vicinity of the adjacent informal parking areas. Roads and Maritime would seek to minimise disruption and, where possible, seek to provide alternative access options.

11. Will the proposed work impact local residents and businesses?

Roads and Maritime is working with local residents and businesses as part of the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

There may be noise impacts for local residents and businesses during construction. Advance notices of work would be provided to nearby properties and suitable temporary traffic management arrangements, noise management controls and appropriate road safety signage would be in place.

12. Will access to the service centres be available during construction?

Due to the need to rebuild sections of the motorway, it will be necessary to provide modified access arrangements to the service centres during construction. Roads and Maritime would endeavour to minimise

disruptions to access to the service centres.

13. Will there be changed traffic conditions during construction?

There will be changed traffic conditions during construction work, to ensure the safety of workers, motorists and other road users.

This may include reduced speed limits, lane and carriageway closures, changed access to the service centres and alternative routes for cyclists and pedestrians.

All efforts would be made to minimise inconvenience and motorists and the community would be notified of changed traffic conditions in advance of work being carried out.

14. Why is night work required?

Due to high traffic volumes along the motorway during the day, some night work would be required to minimise disruptions to motorists and ensure the safety of workers.

A combination of day and night works has the potential to reduce the overall duration of construction work.

Roads and Maritime would ensure that appropriate noise and vibration controls are applied and that advance notification is provided to motorists, nearby properties and the community.

15. How noise impacts be minimised?

Roads and Maritime would undertake measures to minimise work related noise and vibration impacts.

This would include:

- Conducting the most noisy construction activities during the day
- Placing restrictions on the type and duration of work carried out at night
- Ensuring noise management measures and controls are put in place for night work
- Programming work to minimise night activities

M1 Pacific Motorway widening between the Tuggerah and Doyalson interchanges

Work would be carried out in accordance with the Roads and Maritime Environmental Noise Management Manual (December 2001) and the NSW Office of Environment and Heritage Interim Construction Noise Guideline (July 2009).

These documents outline guidelines, assessment criteria and procedures for construction and maintenance work outside normal (daytime) working hours, including:

- Programming work so that noise and vibration at night will not affect any single dwelling or group of dwellings, flats, units and other places of residence on more than two consecutive nights, or on more than a total of six nights over a period of one calendar month.
- When night work is programmed in stages to comply with this requirement, the periods of work should be separated by not less than one week.
- Very noisy activities where reasonably practicable would be programmed for normal working hours. If the work cannot be undertaken during the day, it will be planned to be completed before 11 pm.
- Where possible, work would be scheduled to avoid major student examination periods and times when students are studying for examinations, such as shortly before and during the Higher School Certificate and at the end of higher education semesters.

16. What noise mitigation measures will be included in the proposal?

Roads and Maritime has carried out background noise surveys along the corridor. This information will be used to develop a noise model for the corridor, which will enable Roads and Maritime to assess the potential noise impacts of the proposal.

Roads and Maritime will use this information to identify properties that would be noise

affected by the proposed upgrade and identify if mitigation measures are required.

17. How will the proposed upgrade be delivered?

The proposed upgrade involves widening the motorway into the median to provide an additional lane on each carriageway. Construction would require carriageway closures but two travel lanes in each direction would be maintained during peak periods.

During widening of the southern three kilometre section between the Tuggerah interchange and Deep Creek, traffic would be moved to the road shoulder and a construction zone established in the median. Both carriageways would remain open.

Construction of the remaining nine kilometres between Deep Creek and the Doyalson interchange would require closure of one carriageway at a time in order to rebuild the road surface. Two lanes in each direction would be maintained with traffic separated by a safety barrier. This section of work could be carried out in at least two stages to minimise disruption to motorists, while ensuring safe and efficient construction.

An indicative four step process for carrying out the rebuilding and widening of the nine kilometre section is shown in the October 2013 Community Update.

18. Does the proposed upgrade include additional ramps at the Doyalson Link Road?

The proposed upgrade of the Pacific Motorway between the Tuggerah and Doyalson interchanges has been developed to cater for current and forecast future traffic growth.

Traffic volumes are heaviest between Wyong Road and Sparks Road. Traffic modelling indicates there may be benefit in providing north-facing ramps onto and off the motorway from and to the Doyalson Link Road in the future. The design will be developed in such a way to ensure that

M1 Pacific Motorway widening between the Tuggerah and Doyalson interchanges

these ramps can be readily accommodated in the future if required.

19. Will the slip lanes (entry lanes) from the service centres be upgraded as part of the proposal?

Roads and Maritime will upgrade the access to the M1 Pacific Motorway from the service centres for efficient merging of vehicles into the traffic stream.

20. Will the proposal include a new interchange at Alison Road?

The proposal does not and will not include connections to Alison Road. Alison Road is currently a local road managed by Wyong Council that services schools, houses and community facilities.

Traffic modelling shows that the Wyong Road and Sparks Road interchanges adequately service a number of locations along and adjacent to the motorway, including the Tuggerah, Wyong and Warnervale communities.

21. Where will construction workers and equipment be based during construction?

A number of sites adjacent to the project area (known as *ancillary sites*) would be required. These sites include construction laydown (storage) yards, site offices and water quality basins. These sites are necessary to support the construction work and mitigate impacts to the environment or neighbouring properties.

The majority of ancillary sites will be located within the existing boundary, on land owned by Roads and Maritime or adjacent sites that Roads and Maritime would lease for the construction period.

Preliminary discussions with businesses and landowners adjacent the highway have commenced in relation to possible use of areas as ancillary sites. The local community would be advised of proposed sites after they are selected.

22. Will any property acquisitions be required for the proposed upgrade?

No property acquisitions will be required as part of the upgrade as work will occur within the existing motorway corridor. There will be some properties leased to house the ancillary facilities as noted in question 21.

23. How will the community be notified of project progress and when construction works will start?

The project web page will be regularly updated at www.rms.nsw.gov.au/roadprojects

Construction updates, advance notices of work and changes to traffic conditions will be provided by a range of communication activities including letters, media activities and road signage.

24. How can I provide comment on the design?

Comment on the proposed design is invited until **13 December 2013**.

Comments can be provided by:

Phone: 02 4379 7001 during business hours

Email:
Central.Coast.Office@rms.nsw.gov.au

Mail: Simon Cusack Project Manager
Roads and Maritime Services
Central Coast Office
PO BOX 766, Woy Woy 2256

25. How will my comments be used?

Comments will be considered by Roads and Maritime in finalising the concept design and preparing the review of environmental factors. The updated design will be displayed when the review of environmental factors is completed.