

M4 Roper Road Westbound On Ramp

Have Your Say

Community Consultation Report

April 2021

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1 Executive Summary

This report provides a summary of the consultation with the community on the proposed design for the M4 Roper Road Westbound on ramp.

The NSW Government is funding this project as part of the Easing Sydney's Congestion Program. The new ramp will be funded for \$20 million and aims to improve access and road capacity for motorists across St Clair and Erskine Park.

Some key features of the new ramp include:

- A west facing ramp from Roper Road onto the M4 Motorway
- A ramp that is accessible to both northbound and southbound traffic along Roper Road/Erskine Park Road
- A reconfigured and widened existing intersection to accommodate the new ramp

A Have Your Say period was opened from Monday 23 November to Wednesday 16 December 2020, where community members and stakeholders were invited to provide feedback on the proposed design. Transport distributed 3300 letters across St Clair and Erskine Park to businesses, residential properties and local groups and organisations, in addition to advertising via Facebook posts on NSW Roads and updates to the project website. Community members and stakeholders were invited to call the project hotline, email or mail in a submission.

Transport received 93 submissions at the end of the period. All responses received an acknowledgement of receipt.

Decision

Transport would like to thank everyone who provided feedback on this proposal. After considering all responses, along with the aims and design requirements, we have decided to proceed with our proposal including further noise assessments within the current project area. Any noise mitigation treatments that need to be considered under our Noise Mitigation Guidelines will be confirmed during Detailed Design.

2 Introduction

2.1 Background

The NSW Government will develop a westbound on ramp at the interchange between the M4 Motorway and Roper Road/Erskine Park Road. The interchange currently includes east facing ramps only and causes traffic to divert through residential streets in St Clair to access the M4 from the south. These traffic routes could be avoided if a new access ramp to the M4 Motorway was provided, reducing travel time and removing unnecessary traffic from local roads. There are also a number of developments across the wider Western Sydney area, including the Western Sydney International Airport, which will require planning to ensure all future growth is adequately supported.

This project will form part of the Easing Sydney's Congestion Program and aims to support Sydney's population growth, road safety, and economic growth.

2.2 Scope

The M4 Roper Road westbound on ramp project will be funded \$20 million to design and construct a west facing ramp which provides access from Roper Road and Erskine Park Road onto the M4 Motorway.

The primary objectives for the project include:

- Improving travel reliability for local road users
- Easing congestion and reduce travel times between St Clair, Erskine Park and Penrith
- Improving connectivity to the M4 Motorway for local road users
- Providing an additional choice of route to Penrith and the Blue Mountains for local motorists.

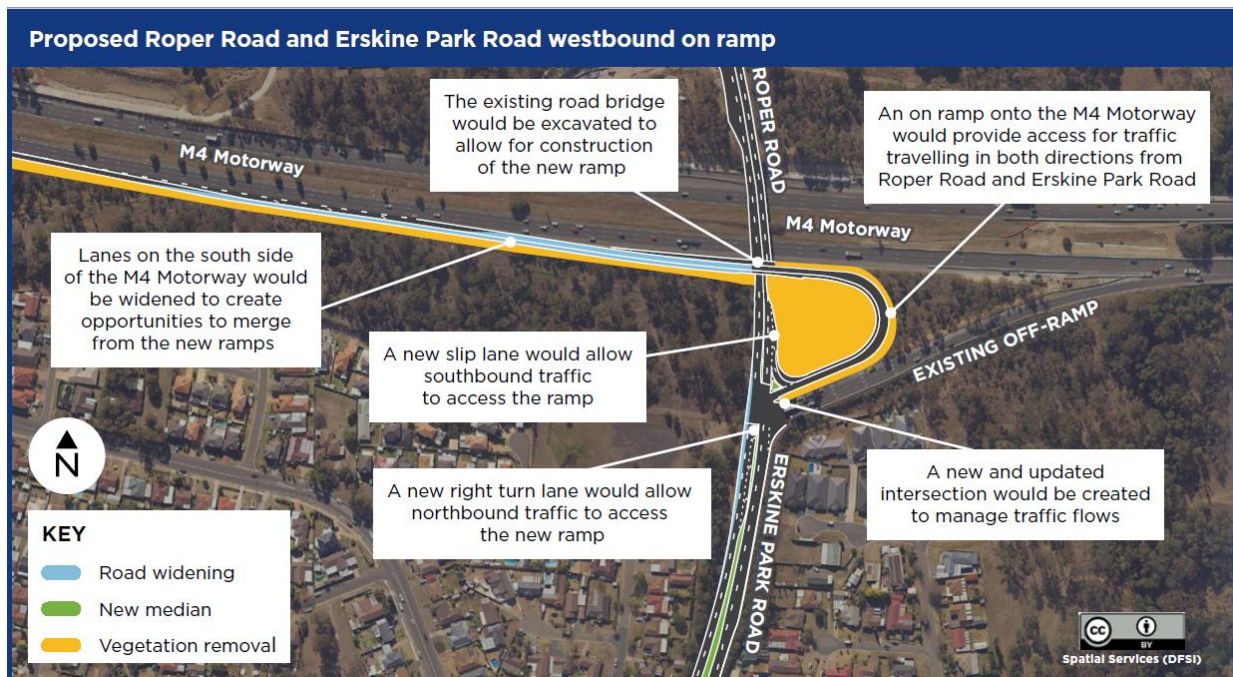
Key features of the ramp are:

- A west facing ramp from Roper Road onto the M4 Motorway
- A ramp that is accessible to both northbound and southbound traffic along Roper Road/Erskine Park Road. A new lane will be added for the new right hand turn allowing northbound traffic to access the ramp.
- The existing intersection will be reconfigured to accommodate the new ramp and will be widened
- There will not be any smart technology or ramp meters installed as part of the initial construction.

Some vegetation will be impacted by the project however, Transport is working to minimise this loss.

A map of the ramp area with the loop configuration is indicated below.

Figure 1: Map of the proposed ramp



3 Consultation

3.1 Approach

Transport consulted with the community in order to inform the local stakeholders of the project and benefits.

The consultation aims included:

- Creating a greater understanding of the project so stakeholders could provide informed feedback
- Gathering feedback that would provide more information about how the proposed ramp would impact or benefit the community and gauging overall sentiment
- Reporting on the outcome to the consultation so that the community and stakeholders know that their comments and concerns are being acknowledged and incorporated, where feasible.

3.2 Method

The following table outlines the main communication methods used to consult on the project.

Communications tool	Description
Have Your Say Community Letter Mon 23 Nov – Wed 16 Dec 2020	A community update letter was sent out to local residents asking for feedback to the project 3300 letters were distributed Coverage included local residents, businesses and key stakeholders in the St Clair and Erskine Park area
Website update	Details of the project and Have Your Say consultation period were available on the project website at – nswroads.work/m4roperwramp
Facebook post	A social media post went live from the NSW Roads Facebook page on Tuesday 1 November 2020. Release date was coordinated to be one week after a social media post went live from the local MPs office, announcing the consultation.

In all of the collateral, community members and stakeholders were invited to contact the project hotline on 1800 974 or 989 write into the project email at m4roperwramp@transport.nsw.gov.au

4 Consultation summary

4.1 Overview

Transport received 93 submissions from local community members and businesses.

Key considerations raised:

- Support for the project
- Overall project justification
- Environmental impacts such as noise and tree impacts
- Location of the on ramp
- Congestion on the road network as a result of the project.

4.2 Response

All submissions received an acknowledgement of receipt. All comments have been considered to help Transport make a decision about this project. See Table 1 for more details on issues raised in the submissions and Transport responses.

This report will be made available to the public through the Transport website at transport.nsw.gov.au and directly on the project page at nswroads.work/m4roperwramp

Table 1: Feedback summary and response from Transport

Category	Sub category	Total number of comments	Matters raised	Response from Transport
Support for the project		51	<p>The new ramp is welcomed by local residents and will provide long-term benefits and shorter travel times. This is a positive change for local roads and the local area and it is good to see the project starting as it is a long overdue election promise.</p> <p>A westbound ramp onto the M4 Motorway will help ease congestion on Mamre Road, Roper Road and Banks Drive and make trips easier for those travelling to Penrith and the Blue Mountains</p>	Transport notes the positive feedback for the project.
Opposition to the project commencing	Alternative suggestions	2	<p>The new ramp is unnecessary and the funds could be used to:</p> <ul style="list-style-type: none"> - Remove tolls - Remove the amount of trucks on the local roads - Create an on ramp for Archbold Road to allow greater access for trucks and transport vehicles coming out of the Minchinbury area, enabling them to avoid residential streets 	<p>The NSW Government is planning for a future upgrade and extension of Archbold Road between the Great Western Highway, Minchinbury and Old Wallgrove Road, Eastern Creek. Once complete, Archbold Road would be a key north-south route providing access to the Western Sydney Employment Area. The upgrade would include a four lane divided road including a new bridge over the M4 Motorway and east facing ramps. Further information could be found at https://www.rms.nsw.gov.au/projects/archbold-road/index.html</p>

	General noise issues and volume increases	3	<p>This project will increase the movement of trucks in the area and truck induced noise pollution is already a problem along Erskine Park Road. It will increase road congestion and result in a substantial increase in general noise when there is already disruptive road noise throughout the day and into the night from heavy transport vehicles.</p> <p>There are no plans to mitigate the increase in noise along the streets which will see an increase in traffic flow. Namely, the lack of noise barriers down Erskine Park Road which impact the resident's quality of life. There should not be more traffic allowed along this road as it is not equipped to handle it.</p> <p>The ramp will be of limited value to residents and will only increase noise and traffic accidents.</p>	<p>We have engaged a specialist noise consultant to complete a noise assessment to establish the current level of noise within the project area and the predicted level of road traffic noise as a result of the proposal. Any noise mitigation treatments that need to be considered under our Noise Mitigation Guidelines will be confirmed during Detailed Design of the proposal and impacted property owners will be notified.</p>
	Traffic congestion	2	<p>A northbound, right turn ramp will cause a tremendous amount of traffic to build up along streets that already have a high traffic levels. A westbound ramp will contribute to a permanent crawl of traffic across the whole day. At present, road users already experience traffic banking up down Erskine Park Road beyond Explorers Way and Swallow Drive. If traffic banks up past Swallow Drive, Erskine Park residents will not be able to use it to exit the suburb northbound. From the north there could also be significant impacts for south bound traffic coming from Carlisle Avenue in Mount Druitt.</p> <p>There is already a high flow of traffic travelling south across Roper Road bridge. Having two lanes up Roper Road to the roundabout north of the Roper Road bridge would assist with this.</p>	<p>The intersection and right turn lane have been designed to minimise queueing effects on Erskine Park Road.</p> <p>Penrith City Council and TfNSW are currently delivering a number of upgrades on Erskine Park Road including:</p> <ul style="list-style-type: none"> • Erskine Park Road and Peppertree Drive Intersection • Erskine Park Road and Bennett Road Upgrade • Erskine Park Road and Coonawarra Drive Intersection • Erskine Park Road and Explorers Way Intersection <p>TfNSW will continue to monitor network performance to assess needs for future infrastructure upgrades.</p>

Environment	Noise mitigation and barriers	5	<p>The project planning should include noise barriers being installed along the M4 Roper Road exit, down Roper Road/Erskine Park Road. The current exit has heavy trucks running all the time using their air brakes. Sound barriers along Roper Road should be made to look nicer with plants to minimise the graffiti along the fences.</p> <p>Which permanent sound abatement measures at M4/M4 ramps are planned? Traffic noise commonly exceeds 60dB at 1 km from Erskine Park Rd/M4 flyover, making it very unpleasant to allow natural circulation of air/cooling at home by leaving doors open.</p>	<p>We have engaged a specialist noise consultant to complete a noise assessment to establish the current level of noise within the project area and the predicted level of road traffic noise as a result of the proposal. Any noise mitigation treatments that need to be considered under our Noise Mitigation Guidelines will be confirmed during Detailed Design of the proposal and impacted property owners will be notified.</p>
	Native species	1	<p>The trees that are being removed are home to birds and other animals. I would like to know that due consideration is given to limiting their removal and other trees planted nearby to replace them.</p>	<p>A Biodiversity Assessment has been undertaken to assess the ecological impact of the clearing of vegetation for the project and provide recommendations to manage the impact.</p> <p>In addition, the project has been designed where possible to minimise vegetation clearing, and minimise potential impacts to specific threatened species and threatened ecological communities that may be present within the construction footprint. Previous designs of the project generated significant impacts to threatened species, and so the project was redesigned to avoid these impacts.</p> <p>Where clearing of vegetation cannot be avoided, a procedure will be implemented to minimise impacts on fauna.</p> <p>Where safe to do so, vegetation will be replanted to offset the vegetation removed. For example replanting will be done in the area in the middle of the new on ramp.</p>

Project Management	Traffic controls	1	There is concern about the increase in traffic around Roper Road and Erskine Park Road particularly if there will be roadworks around opening a new ramp that's not due to be ready until 2022.	<p>Construction of the project will lead to additional traffic movements over the 18-month construction period. Construction traffic movements would occur outside of peak periods where possible and are predicted to have a minor impact on the surrounding road network and public transport services.</p> <p>Construction traffic will be associated with a number of work activities, including delivery and removal of construction material, construction equipment and machinery and movement of construction personnel.</p> <p>The movement of materials will be managed through the scheduling of deliveries and availability of fleet to avoid peak periods. A Traffic Management Plan (TMP) will be prepared as part of the Construction Environmental Management Plan (CEMP) to address potential impacts and incorporate measures to mitigate impacts on the road network.</p>
Design (Current)	General comments	1	The idea of additional access ramps as proposed is commendable and a long time coming however, this should be done with driver safety in mind, as the top priority, as opposed to providing this improvement at the least cost possible which then defeats the purpose of providing safer roads to the road users in the area.	Safety for all those using or near the ramp is a primary design consideration for this project. This design has addressed all safety and road design standards requirements.

	Congestion issues	6	<p>This design will cause traffic delays and congestion, particularly in peak times, along Erskine Park Road and cars heading south from Roper Road. During peak times southbound traffic banks up into Carlisle Avenue which already makes the roundabout dangerous and holds up both lanes. This situation has the potential for accidents to occur. It is a band aid measure to the exorbitant amount of traffic that already use this road and exit. Consideration also needs to be made for the industrial park at the bottom of Erskine Park Road which will contribute to heavy traffic.</p> <p>Having the new ramp will increase the volume of trucks and commercial vehicles along the passage. There will be a duplication of the traffic blocks that already exist at the Mamre Road bridge which is always horrible.</p>	The new ramp has been designed based on detailed modelling, giving consideration to residential and industrial traffic demands and road capacity. This modelling does not show a significant impact to queueing resulting from the new ramp.
	Loop configuration	1	<p>Another "cloverleaf" Westbound On-Ramp is not the best option, because it restricts the free flow of traffic, however, given that this section of the M4 Motorway is in desperate need of an additional Westbound On-Ramp; something is far better than nothing at all. "Cloverleaf" on-ramps restrict the free flow of traffic as drivers are required to make a right turn across traffic to access the On-Ramp. This then requires additional placement of Traffic Lights and will always result in queueing for access to the On-Ramp. "Cloverleaf" on-ramps are counter-productive.</p> <p>Entry onto the ramp needs to be as quick as possible with as little stop-starting as possible to cater for added traffic.</p>	<p>A G-loop configuration for the new ramp was required by a number of design issues specific to this location including:</p> <ul style="list-style-type: none"> • A Threatened Ecological Community to the west of Erskine Park Road; • The G-loop configuration reduces the amount of vegetation clearance • The G-loop design avoids impact to the existing stormwater basin in this location and impact to the drainage infrastructure which manages stormwater in this area.

	Loop location	7	<p>A slip road on the left side of Roper Road makes more sense and keeps the traffic flowing north with less congestion. Having the on ramp go directly onto the M4 would mean:</p> <ul style="list-style-type: none"> - No danger of a collision of a tired truck driver having a head on collision with a vehicle exiting the M4 onto Erskine Park Road - No traffic has to cross at lights - Less chaos for traffic travelling South - A cheaper construction option - No excavation of the bridge - Less impact on residential properties <p>There are other examples of loop ramps not working including: Banks Drive exit onto Mamre Road.</p> <p>The existing off ramp is also very close to the proposed new ramp and there is a potential for northbound motorists to make an error and turn into the wrong road.</p>	<p>A G-loop configuration for the new ramp was required by a number of design issues specific to this location including:</p> <ul style="list-style-type: none"> • A Threatened Ecological Community to the west of Erskine Park Road; • The G-loop configuration reduces the amount of vegetation clearance • The G-loop design avoids impact to the existing stormwater basin in this location and impact to the drainage infrastructure which manages stormwater in this area •
	Ramp length	1	<p>Consider having the ramp length go to Bennett Road, not the normal 100m that seems to be standard. Longer ramps are commonplace in QLD and allow for smoother traffic integration. At present, M4 eastbound traffic onto Roper Road is forced to merge almost immediately. This is one of the biggest bottlenecks in the morning.</p>	<p>The length of the ramp has been determined based on national road design standards and considering local requirements. The length is designed to safely integrate with the M4 Smart Motorway.</p>

Alternative suggestions	New design/project suggestions	3	<p>To avoid the traffic congestion problem, my suggestion is to proceed with the proposed ramp onto the M4 for southbound traffic only and create a separate westbound on ramp for northbound traffic along Erskine Park Road, located just south of the existing westbound off ramp.</p> <p>Currently, congestion is caused by the build-up of traffic from having a single lane over the Roper Road bridge. There should be an additional lane/lanes over the bridge.</p> <p>A left turning lane should go under the overpass, with a lane that can be accessed by northbound traffic onto a slip road and two lanes merging before they meet the M4. A third access point should allow southbound traffic to enter the M4 eastbound without a set of lights to hold up traffic.</p>	<p>The intersection and right turn lane have been designed to minimise queueing effects on Erskine Park Road.</p> <p>Penrith City Council and TfNSW are currently delivering a number of upgrades on Erskine Park Road including:</p> <ul style="list-style-type: none"> • Erskine Park Road and Peppertree Drive Intersection • Erskine Park Road and Bennett Road Upgrade • Erskine Park Road and Coonawarra Drive Intersection • Erskine Park Road and Explorers Way Intersection <p>TfNSW will continue to monitor network performance to assess needs for future infrastructure upgrades.</p>
	Addressing pedestrian access	2	<p>There needs to be safe pedestrian access on Roper Road for the current bus stops on either side of the road. If pedestrians need to cross, it is extremely dangerous for them with high volumes of motorists or fast moving vehicles when the traffic is light.</p> <p>People currently walk over the Roper Road bridge and cross in front of the existing off ramp to walk from Colyton to St Clair. This is not safe, but the only option if you are walking.</p>	<p>There is currently no pedestrian infrastructure across the Roper Road bridge or across the existing M4 off ramp.</p> <p>To safely travel between Colyton and St Clair Sydney Buses provide services between these locations.</p> <p>More information regarding future pedestrian infrastructure upgrades can be found at:</p> <p>https://www.transport.nsw.gov.au/projects/programs/walking-and-cycling-program</p>

	Addressing cyclists	1	<p>There is a gap in this project as there is no safe way for cyclists to cross the Roper Road bridge.</p> <p>There also appears to be a completely useless cycleway structure along the entry to the eastbound ramp from Roper Road, which, if used would deliver cyclists into the middle of eastbound lanes.</p> <p>The NSW Government is supposed to be committed to supporting people to live healthily and delivering integrated transport and enabling the community to be more active. Please do not forget other environmentally friendly forms of active transport.</p>	<p>There is currently no dedicated cycling infrastructure across the Roper Road Bridge and the existing bridge is not wide enough to provide a dedicated cycle way.</p> <p>The cycleway on the eastbound ramp at Roper Road was constructed on the outside of the loop ramp as there was no space beneath the Roper Road bridge for this safe cycle provision</p> <p>Details regarding TfNSW's Walking and Cycling Program can be found at: https://www.transport.nsw.gov.au/projects/programs/walking-and-cycling-program</p>
	Addressing traffic congestion	9	<p>There is a bottleneck being created between Illawarra Drive and Chameleon Drive, both north and southbound due to the works on Erskine Park Road. This two-lane bottleneck will become worse with the work on the new Roper Road on ramp and this needs to be fixed.</p> <p>The new on ramp should be designed using the same approach as the M4 westbound on ramps at Homebush Bay Drive, with dual access points one for northbound from St Clair/Erskine Park and one for southbound traffic from Mount Druitt/Minchinbury. The current design does not accommodate for the increase in traffic that will use Roper Road from the Minchinbury Industrial Estate and eventually from Western Sydney Airport. There will also be increased traffic volumes from the Mount Druitt employment and residential areas.</p> <p>Roper Road already funnels traffic southbound over the bridge. Having a new ramp will increase the traffic congestion down Erskine Park Road also at the following intersections: Swallow Drive, Explorers Way, M4 exit ramp, M4 access ramp. The situation is also exacerbated for trucks coming from the south as Erskine Park Road is uphill.</p>	<p>The intersection and right turn lane have been designed to minimise queueing effects on Erskine Park Road.</p> <p>Penrith City Council and TfNSW are currently delivering a number of upgrades on Erskine Park Road including:</p> <ul style="list-style-type: none"> • Erskine Park Road and Peppertree Drive Intersection • Erskine Park Road and Bennett Road Upgrade • Erskine Park Road and Coonawarra Drive Intersection • Erskine Park Road and Explorers Way Intersection <p>TfNSW will continue to monitor network performance to assess needs for future infrastructure upgrades.</p>

5 Decision

Transport would like to thank everyone who provided feedback on this proposal. After considering all responses, along with the aims and design requirements, we have decided to proceed with our proposal including further noise assessments within the current project area. Any noise mitigation treatments that need to be considered under our Noise Mitigation Guidelines will be confirmed during Detailed Design.


6 Next steps

Transport will finalise the detailed design and environmental assessment for the project.

We will continue to keep the community and stakeholders updated as the project progresses.

7 Appendices

7.1 Have Your Say Letter



Transport for NSW

M4 Roper Road Westbound On Ramp

Have your say | November 2020

The NSW Government is funding this project to ease congestion on the M4 Motorway on ramps and local roads within Erskine Park and St Clair.

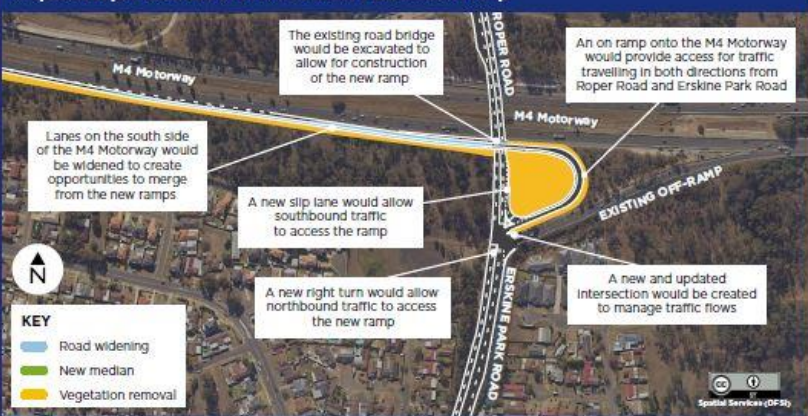
Transport for NSW is planning a west-facing on ramp for the M4 Motorway as part of key infrastructure projects and transport links being delivered in Western Sydney. This proposed new ramp would reduce congestion for traffic accessing the M4 Motorway westbound and on local roads.

This new ramp would reduce travel times between St Clair, Erskine Park and Penrith, by providing additional route choice, improving connectivity through Western Sydney and increasing travel reliability for local road users.

The proposed project would include:

- A west-facing on ramp onto the M4 Motorway. The new ramp would provide westbound access from either direction on Erskine Park Road and Roper Road.
- A left turn lane for southbound traffic on Roper Road to access the new ramp
- Upgrading the existing intersection of Erskine Park Road and the M4 westbound off ramp. This will accommodate the new ramp and allow access for northbound traffic from Erskine Park Road
- Removing some of the existing bridge structure beneath the Roper Road bridge to accommodate the new ramp.

Proposed Roper Road and Erskine Park Road westbound on ramp



November 2020

Have your say on the M4 Roper Road Westbound on ramp project

We are inviting your feedback on the planned work for this project between **Monday 23 November and Wednesday 16 December 2020**.

Your thoughts and comments will help us understand how this project may impact the local community and whether there are any circumstances or conditions we need to take into consideration.

We will record and consider the feedback we receive during the consultation period. After the consultation has closed, Transport will release the results in a report available on the project website.

At this stage the project is expected to complete the Review of Environmental Factors (REF) report by January 2021, with construction beginning around Q2 2021 and a full opening of the ramp in 2022. We will keep the community updated as the project progresses.

Proposed night work schedule

We would plan our work schedule to complete all upgrades as quickly as possible and limit the impact on road users and the local community.

Where possible, we would work during the day. **Our day work hours would be 7am to 6pm Monday to Friday and 8am to 1pm on Saturdays.**

However, we would also need to work during the night for some parts of the project to minimise traffic disruption and reduce safety risks to our road workers. When necessary, we would work up to five nights per week, weather permitting and excluding public holidays. **Our night time work hours would be from Sunday to Thursday 8pm to 5am.**

The community would be informed of upcoming night work before we start. We would also engage with the community to minimise the impact of night work, including implementing mitigation measures to reduce the impact of noisier tasks and completing these tasks by midnight.

Traffic changes

There would be temporary traffic changes during some of our work hours to ensure the work zone is safe.

Please keep to speed limits and follow signs and traffic controllers' directions.

For the latest traffic updates, you can call **132 701**, visit [livetraffic.com](https://www.livetraffic.com) or download the **Live Traffic NSW App**.

How can you give feedback?

You have a number of options to send us your feedback. Transport will accept all feedback received between **Monday 23 November and Wednesday 16 December 2020**.

☎ **1800 974 989**

@ m4roperwramp@transport.nsw.gov.au

🌐 nswroads.work/m4roperwramp

✉ **M4 Roper Road Westbound on ramp project**
PO Box 973 Parramatta NSW 2150



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 974 989**.

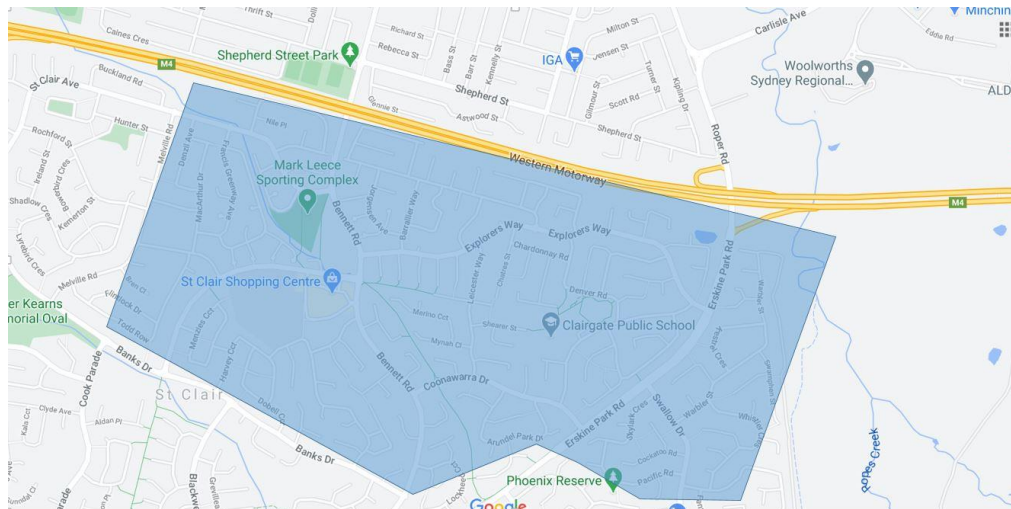


November 2020
TINSW 20.396

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transport.nsw.gov.au

7.2 Distribution map



7.3 Facebook post to NSW Roads

