

Transport
for NSW

M4 12-Months Post Opening East Road Network Performance Review Plan Consultation Report

October 2023



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OFFICIAL

M4 East 12-Months Post Opening Road Network Performance Review Plan Consultation

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

Table of Contents

1.	Definitions	6
2.	Related policy and supporting information	6
3.	Introduction	7
3.1	Purpose of this report.....	7
3.2	M4 East Road Network Performance Review Plan	7
3.2.1	Study area	7
3.2.2	Methodology.....	8
3.2.3	Key findings	9
4.	Consultation objectives and methodology	10
4.1	Consultation objectives.....	10
4.2	Consultation method.....	10
5.	What we heard	13
5.1	Initial consultation period: July 2022 and August 2022.....	13
5.1.1	Burwood Council.....	14
5.1.2	Strathfield Council	14
5.1.3	Canada Bay Council.....	15
5.1.4	Inner West Council	17
5.2	Additional consultation period: May 2023 and June 2023.....	20
5.2.1	Inner West Council	20
5.2.2	City of Canada Bay	20
5.2.3	Strathfield Council	20
5.2.4	Burwood Council.....	20
6.	Consultation outcomes	21
6.1	Consultation outcomes	21
6.2	How feedback has been considered.....	21

6.2.1 Mitigation measures and delivery priority 26

7. Next steps 28

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1	Draft
2	Updated based on Council feedback – July 2023
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Executive Summary

The WestConnex M4 East Motorway (M4 East) opened on 13 July 2019, and provides 5.5-kilometre twin tunnels, with three lanes in each direction, from Homebush to Haberfield. The M4 East connects to the widened M4, the extensions to the M4 and M8, and will connect to the Rozelle Interchange when it opens to traffic in late 2023.

Transport for NSW (Transport) is required to prepare a Road Network Performance Review Plan (RNPRP) at 12 months and five years post opening, as part of the Minister's Conditions of Approval for the M4 East. The M4 East RNPRP is developed to understand where adjoining road networks may have been impacted by the M4 East opening and identify potential mitigation measures.

In July 2022, Transport began consultation on the 12 months post opening M4 East RNPRP with Burwood Council, Strathfield Council, Inner West Council and the City of Canada Bay Council. Council staff were briefed on the findings from the M4 East RNPRP and invited to provide feedback on community experiences in using all modes of travel across key corridors both within and outside the study area, with particular focus on perceived impacts as a result of the opening of the M4 East. Councils were also given the opportunity to provide feedback on the performance of the local road network since the opening of the M4 East, including safety, congestion, accessibility, active transport, public transport, road signage and freight.

Over two weeks, councils provided feedback on preliminary results on key road corridors under investigation within their local government area through an interactive online mapping tool called Bang the Table. Six responses were received during the consultation period.

Inner West Council was not required to provide feedback via Bang the Table as they had provided feedback on the impacts of the M4 East opening in several workshops following Transport's consultation on the Haberfield, Ashfield and Leichhardt (HAL) proposals in 2020.

Key themes from councils' feedback included safety concerns due to a perceived increase in traffic on local roads, referred to as 'rat running', and requests to improve active transport facilities. Councils were asked to provide suggestions on how to improve the locations they identified for further investigation, these comments are summarised in this Consultation Report.

Further consultation was carried out on the Preliminary M4 East RNPRP between May 2023 and June 2023. Council feedback was generally supportive of improving network performance on the adjoining local road network around the M4 East through mitigation measures that improve active and public transport performance and safety.

The feedback received in both consultation periods has been considered in the development of the Final M4 East RNPRP, which has been submitted to the Department of Planning and Environment (DPE). Mitigation measures identified in the RNPRP will be considered for implementation and further consultation with councils and community will be carried out as required.

1. Definitions

Term	Definition
CoA	Conditions of Approval
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
HAL proposals	Haberfield Ashfield Leichardt proposals
LGA	Local Government Area
RNPRP	Road Network Performance Review Plan
SCATS	Sydney Coordinated Adaptive Traffic System

2. Related policy and supporting information

- M4 East Road Network Performance Review Plan:
<https://www.transport.nsw.gov.au/road-network-performance-review-plans>

3. Introduction

3.1 Purpose of this report

The M4 East 12-Month Post Opening Road Network Performance Review Plan Consultation Report (this report) summarises consultation carried out by Transport with the local councils on the M4 East 12-Month Post Opening Road Network Performance Review Plan (M4 East RNPRP).

This report provides an overview of:

- the Final M4 East RNPRP including study area, review methodology and key findings
- the consultation activities undertaken by Transport with local councils
- key themes in feedback received from councils
- how the feedback has been considered within the Final M4 East RNPRP
- next steps.

3.2 M4 East Road Network Performance Review Plan

The M4 East RNPRP has been developed to assess the impact of the WestConnex M4 East Motorway on key road corridors that run parallel, perpendicular or interface with entry and exit points to the new motorway.

The M4 East RNPRP has been prepared to address Condition E36, which forms part of the Conditions of Approval (CoA) for the Environmental Impact Statement (EIS) for the M4 East project and states the following:

- *E36 CoA – Requires the preparation of a RNPRP at 12 months and 5 years after the completion of the M4 East project.*

The aim of the M4 East RNPRP is to assess the impacts of the M4 East on the performance and safety of the adjoining road network. This is done by comparing the performance and safety indicators of the surrounding road network prior to opening, as well as a review of the network performance 12 months following the opening.

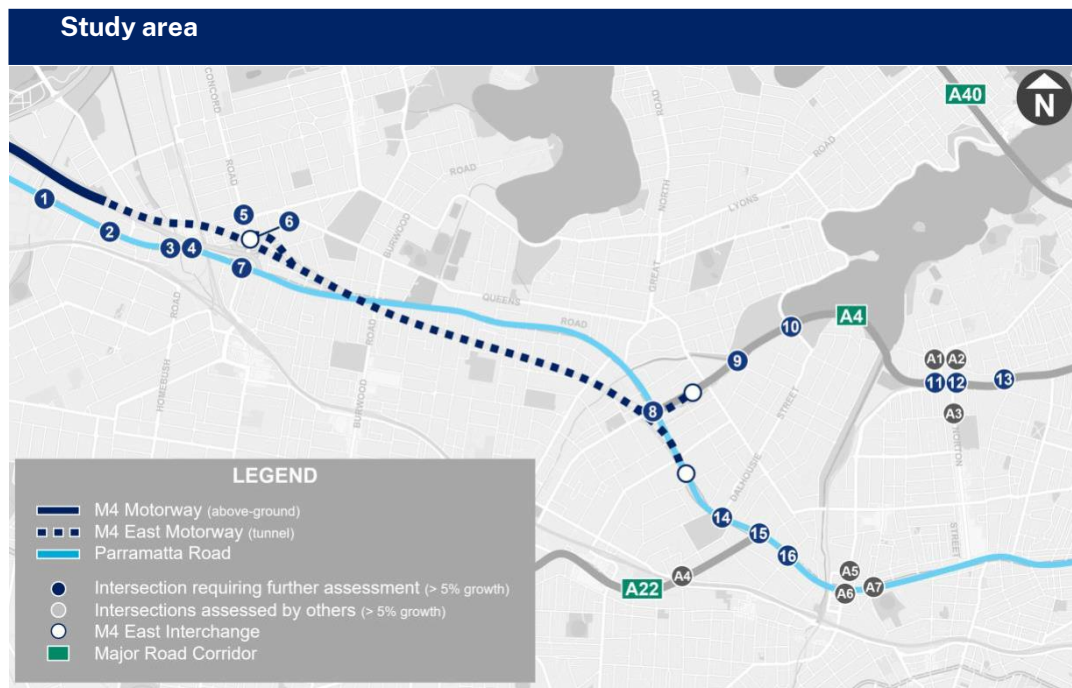
The M4 East RNPRP also identifies potential mitigation measures to improve impacted locations and support the integration of the M4 East into the broader transport network. The M4 East RNPRP provides more information about the potential mitigation measures in Section 6.

3.2.1 Study area

The study area for the M4 East RNPRP, shown in Figure 1, includes key road corridors that run parallel, perpendicular or interface with entry and exit points to the M4 East. These locations have been assessed for impacts based on data collected before and after the motorway opened.

The study area includes:

- roads specified for inclusion in the study within the M4 East Conditions of Approval
- Parramatta Road, Wattle Street and adjoining roads that could be used as alternative routes to the M4 East
- adjoining roads that could be used as ‘rat runs’ to access the M4 East
- potential ‘pinch-points’ where the merging of tunnel exit traffic and surface traffic would occur
- impacted areas raised by councils and community through the RNPRP council consultation outlined in this Report and Haberfield Ashfield Leichardt (HAL) project engagement in 2020.



- | | |
|--|---------------------------------------|
| 1 Parramatta Road / Potts Street | 13 City-West Link Road / Balmain Road |
| 2 Parramatta Road / Park Road | 14 Parramatta Road / Dalhousie Street |
| 3 Parramatta Road / M4 Motorway On-Ramp | 15 Parramatta Road / Liverpool Street |
| 4 Parramatta Road / George Street / Nipper Street | 16 Parramatta Road / Sloane Street |
| 5 Concord Road / Patterson Street | A1 James Street / Lilyfield Road |
| 6 Concord Road / Sydney Street | A2 Norton Street / Lilyfield Road |
| 7 Parramatta Road / Concord Road / Leicester Avenue | A3 Norton Street / William Street |
| 8 Parramatta Road / Frederick Street / Wattle Street | A4 Hume Highway / Carlton Crescent |
| 9 Dobroyd Parade / Waratah Street | A5 Tebbutt Street / Hathern Street |
| 10 Dobroyd Parade / Timbrell Drive / Mortley Avenue | A6 Parramatta Road / Tebbutt Street |
| 11 City-West Link Road / James Street | A7 Parramatta Road / West Street |
| 12 City-West Link Road / Norton Street | |

Figure 1 M4 East RNPRP study area

3.2.2 Methodology

The M4 East RNPRP has been developed by comparing traffic volumes before and after the opening of the M4 East, from March 2018 to August 2020 on roads identified in the study area.

In August 2020, COVID-19 lockdowns and work-from-home orders influenced traffic volumes. To account for COVID-19 impacts, sensitivity tests were carried out by using September 2019 traffic surveys and 2019 SCATS (Sydney Coordinated Adaptive Traffic System) data. While changes in traffic volumes can be accounted for by using correction factors, it cannot account for expected changes in traffic patterns from COVID-19.

Any increases in traffic volume of less than five per cent at intersections is considered part of normal growth and fluctuations on the road network and is not deemed to have been an impact of the M4 East opening. Any traffic increase at intersections that is greater than five per cent is assessed as being potentially caused by the M4 East opening, land use changes or impacts from other Transport or infrastructure projects. Further assessment includes traffic modelling of the intersection.

3.2.3 Key findings

Key findings from the M4 East RNPRP include:

- there has been a notable reduction in traffic volumes on Parramatta Road between the M4 East interchanges, where the M4 East provides an alternative route
- some increases in traffic volumes was observed for traffic entering and exiting the tunnel portals and ramps along Parramatta Road and Dobroyd Parade
- traffic on Parramatta Road on approach to the Wattle Street intersection has seen an overall decrease in the morning and evening peaks respectively since the M4 East opened
- travel speeds along Parramatta Road improved post-opening, particularly between Concord Road and Wattle Street where the M4 East provides a direct alternative route
- overall travel time savings of between 8 and 23 minutes in each direction across the AM and PM peak periods, between Potts Street and Flood Street
- bus travel times and travel speeds generally improved by approximately 1 to 4 minutes during the AM peak (6am to 10am) and PM peak (3pm to 7pm) in both directions on Parramatta Road between pre-opening and post-opening
- 15% reduction in crashes on Parramatta Road between Homebush West and Haberfield
- in general, the frequency and type of crashes have remained similar or reduced for the assessed corridors, indicating that, overall, the opening of the M4 East did not significantly impact road safety.

4. Consultation objectives and methodology

4.1 Consultation objectives

The consultation was designed to seek feedback regarding the impact of the M4 East on the adjoining road network. This feedback was sought from four councils: Burwood Council, Strathfield Council, Inner West Council and City of Canada Bay Council.

The consultation objectives were to:

- outline the scope and methodology for the M4 East RNPRP
- present findings of data analysis and locations identified for further investigation
- seek feedback from councils on how their community have been impacted by the opening of the M4 East
- discuss potential mitigations to improve network performance at impacted locations.

4.2 Consultation method

Consultation was carried out over two periods:

- **initial consultation July 2022 – August 2022:** councils were presented with the data and key findings for their local government area and were provided an opportunity to comment. This consultation followed from the Haberfield Ashfield Leichardt (HAL) consultation in 2020 and 2021, and considered the impact of COVID-19 on traffic movements.
- **additional consultation May 2023 – June 2023:** councils were given another opportunity to provide feedback on the Preliminary M4 East RNPRP.

Transport adopted a three-step approach to council engagement for the purpose of the M4 East RNPRP.

Step 1: one-on-one Microsoft Teams briefing with each councils

Step 2: councils were invited to provide feedback on their own experiences and/or concerns and suggest potential solutions to improve network performance via the online engagement platform, Bang the Table.

Note: *Inner West Council was not required to provide further feedback via the online engagement platform as Council had provided feedback during the previous HAL consultation.*

Step 3: a Preliminary M4 East RNPRP was prepared and shared with each council for further comments and discussion.

Following this, all council feedback was incorporated into the Final M4 East RNPRP and submitted to DPE.

Bang the Table: online mapping tool

Transport sought feedback from councils through the online interactive engagement platform called Bang the Table, where comments can be made on an interactive map to gather targeted feedback about specific locations.

Key themes were created to gather feedback and councils were asked to select a pin with the theme that best summarises their concerns and drop that pin at the relevant location on the map.

The key themes included:

- safety
- congestion
- accessibility
- active transport
- public transport
- road signage
- freight.

With each pin that is dropped, two key questions are asked of the respondent:

1. How was this a direct result of the M4 East Motorway?
2. What would be your suggestion for improvement?

There was also additional space for further comments.

The mapping tool was available on the Have your Say, Bang the Table website (Figure 2 and Figure 3) for two weeks following the Teams briefing.

A total of six responses were received across all three mapping tools (refer to Table 4-1). Below, the responses are categorised into their key themes to identify the key concerns for each council.

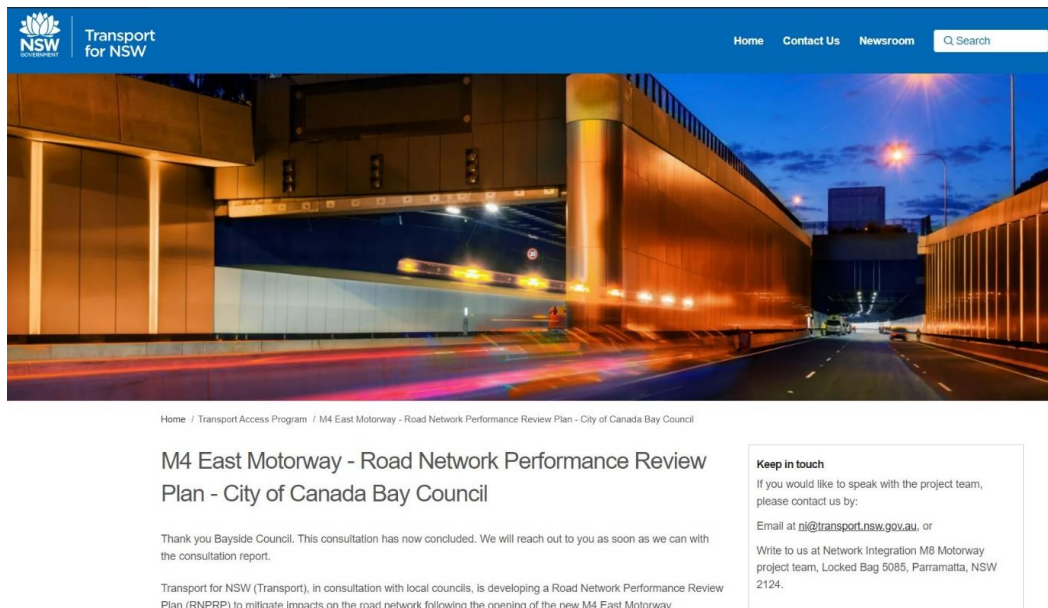


Figure 2 website for council feedback

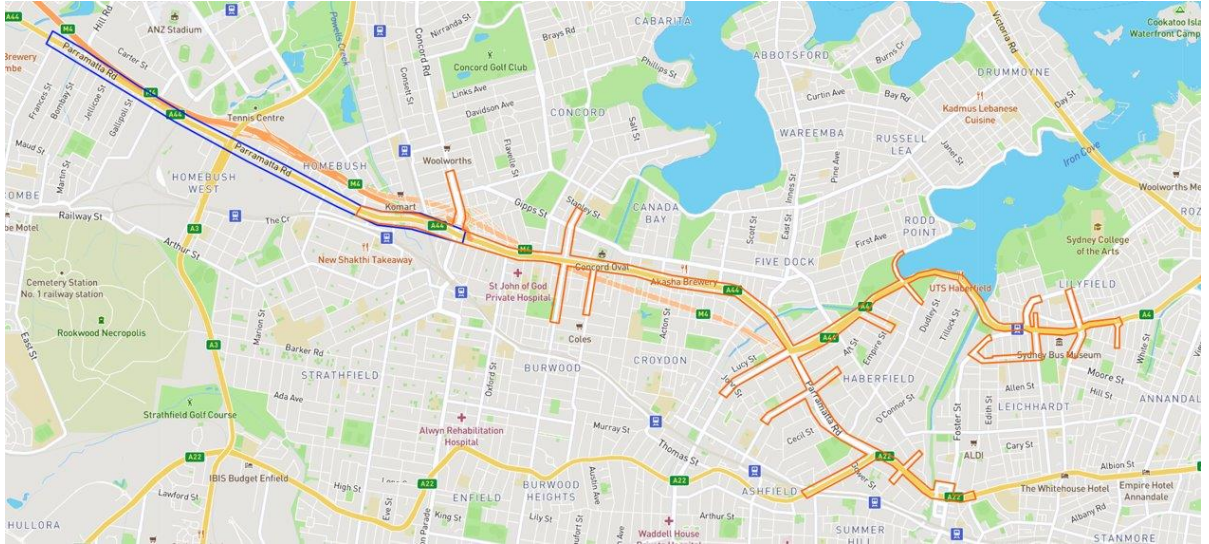


Figure 3 Bang the Table

Table 4-1 Bang the Table comments register

Theme	Strathfield Council	Burwood Council	City of Canada Bay Council
Safety	0	0	0
Congestion	1	0	3
Accessibility	1	0	0
Active transport	0	0	0
Public transport	0	0	0
Environment	0	0	0
Road signage	1	0	0
Freight	0	0	0
Subtotal	3	0	3
Total	6	0	6

5. What we heard

5.1 Initial consultation period: July 2022 and August 2022

Council feedback has shown a great amount of support for improving network performance across local government areas. The key concerns raised by each council were congestion, safety and accessibility. More specifically, all councils reported an increase in general traffic on some local roads, perceived to be due to traffic queuing near the M4 East entry and exit portals. A strong preference for improved pedestrian and cyclist connectivity was reflected in the responses. An overview of the feedback received from each council can be found below.

Key feedback from councils:

“We would like to see a focus on providing active transport amenities along City West Link as the opening of other WestConnex stages is likely to improve traffic flow and increased traffic speeds could put the safety of pedestrians and cyclists at risk, including school children catching buses or walking from the Light Rail to Orange Grove Public School.”

Inner West Council

“Significant traffic queuing occurs around the intersection of Parramatta Road and George Street, and at the M4 on-ramp west of this intersection. Observations indicate that in the AM peak queues regularly extend west along Parramatta Road to Underwood Road. In the PM peak queues extend east through Leicester Ave, with associated on-flow impacts.”

City of Canada Bay Council

“The intersection of Arthur St and Centenary Drive has been identified as being of High Priority for the New Council in terms of reducing congestion and improving safety at this location.”

Strathfield Council

5.1.1 Burwood Council

In the briefing with Transport, Burwood Council noted a decrease in traffic in the 12 months after the M4 East opened but an increase over the last six months. However, this period is outside the scope of the RNPRP. Burwood Council did not provide any further feedback during the 2022 consultation period. The study area for Burwood Council is shown in Figure 4.

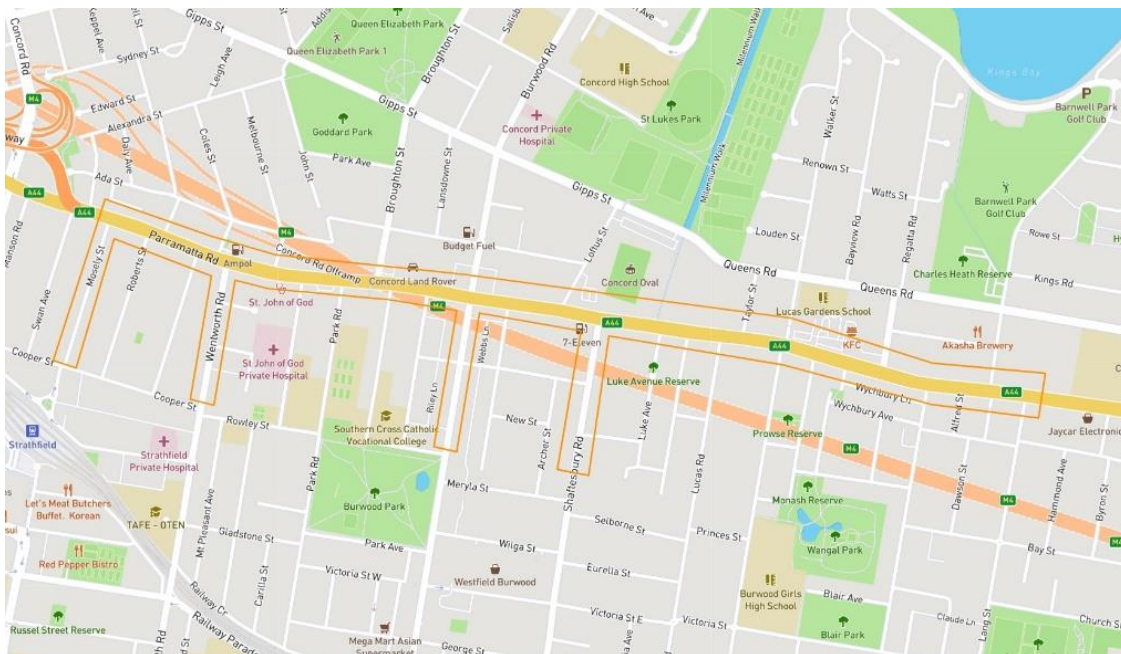


Figure 4 Burwood Council Bang the Table map. Study area is outlined in orange.

5.1.2 Strathfield Council

Strathfield Council made three comments on their Bang the Table map under the themes of congestion, road signage and accessibility. An overview of the comments is provided in Table 5-1. The study area for Strathfield Council is shown in Figure 5.

Strathfield Council expressed support for Transport’s proposal to deliver a diverging diamond interchange at the intersection of Australia Avenue, Homebush Bay Drive and Underwood Road. During the briefing, Strathfield Council also reported Mosely Street and other parallel roads are being used for rat running to avoid eastbound queues at Parramatta Road on approach to the M4 East Motorway. Council reported vehicles using local street streets to get to Everton Road or Raw Square and then Leicester Avenue to avoid queuing at Parramatta Road.

Some local roads of concern noted by Council are outside of the RNPRP study area, and therefore Transport requested data from Council to support their claims so that it could be considered for inclusion in the Final M4 East RNPRP.

Table 5-1 Strathfield Council comments

Theme	Number of comments	Overview of comments
Safety	0	No pins were dropped
Congestion	1	Reported it is a high priority for Council to reduce congestion and improve safety at the intersection of Centenary Drive and Arthur Street. Transport identified this as a key priority from the 12-month post opening review for the WestConnex M4 Widening project. Council

Theme	Number of comments	Overview of comments
		prepared a design for a grade separated intersection/fly-over and submitted it to Transport for consideration.
Accessibility	1	Concern about the short length of the right turn bay on Parramatta Road makes it difficult for vehicles to access Parramatta Road and the M4 on-ramp from Nipper Avenue where there are high-density residential developments. As it would be difficult to extend the right turn bay, Council has suggested optimising signal phasing may improve traffic flow.
Active transport	0	No pins were dropped
Public transport	0	No pins were dropped
Environment	0	No pins were dropped
Road signage	1	Concern the unbroken lane line on Parramatta Road immediately east of Bridge Road makes it difficult for traffic turning right from Bridge Road into Parramatta Road and then left into Park Road. Council asked for the line marking to be reviewed.
Freight	0	No pins were dropped

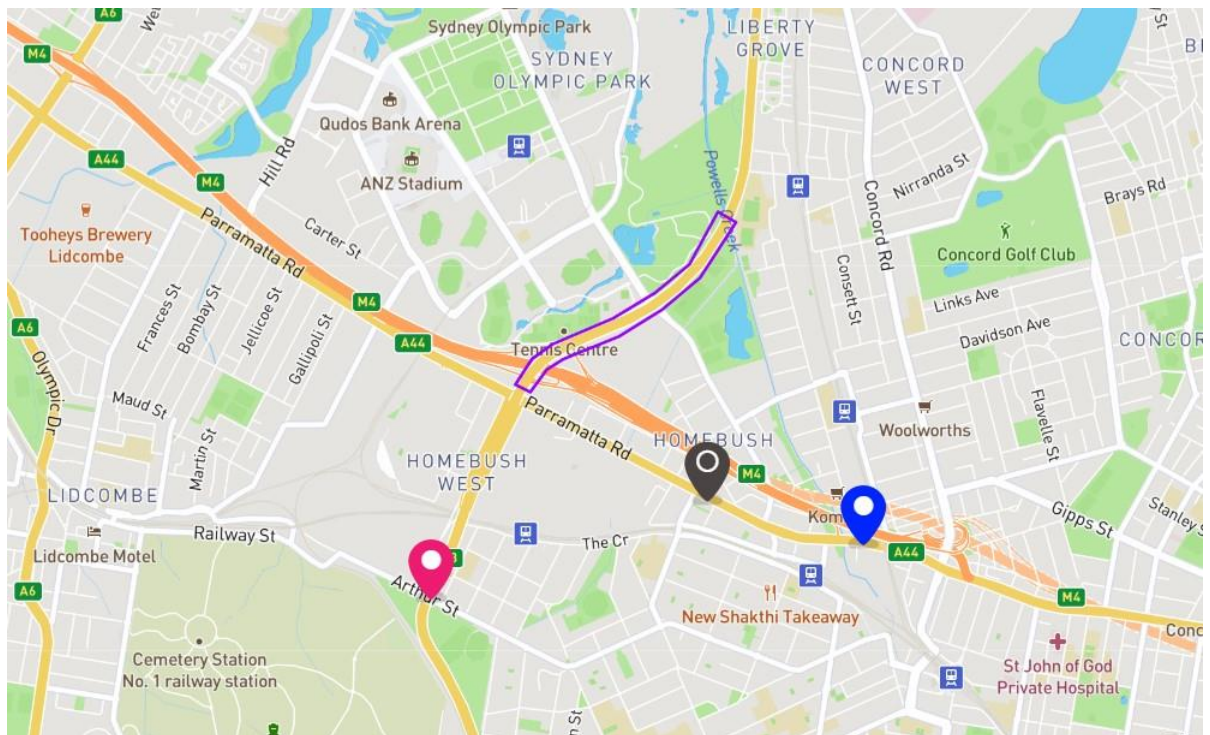


Figure 5 Strathfield Council Bang the Table map. Study area outlined in purple

5.1.3 Canada Bay Council

City of Canada Bay Council made three comments on their Bang the Table map under the theme of congestion, and two responses were outside of the RNPRP study area. An overview of the comments is provided in Table 5-2. The study area for Strathfield Council is shown in Figure 6.

A concern was raised regarding the scope of the M4 East RNPRP and suggested it is inconsistent with the scope outlined in condition E36 of the Minister’s Conditions of Approval.

Council provided traffic counts for the intersections at Pomeroy Street and George Street (February 2018), Parramatta Road and George Street from February 2018, and Timbrell Drive between Dobroyd Parade and Henley Marine Drive.

Council also provided a copy of the Strathfield Triangle Transport Assessment from April 2020, and a link to the Parramatta Road Corridor Traffic Transport Study from December 2021. This additional information was considered as part of the Final M4 East RNPRP.

Council reported a significant increase in traffic at Cooper Street as drivers are believed to use the road to bypass queues on Parramatta Road and to access the M4 East.

The City of Canada Bay raised a concern regarding the Minister’s Condition of Approval B34, and suggested that it is unclear how a dedicated public transport lane would be installed at Parramatta Road. Council has indicated that they are supportive of improvements to public transport and are wanting support in how to futureproof their road corridors.

Table 5-2 City of Canada Bay Council comments

Theme	Number of comments	Overview of comments
Safety	0	No pins were dropped
Congestion	3	<ul style="list-style-type: none"> Concern about anecdotal increase in traffic congestion around the intersection of Timbrell Drive and Dobroyd Parade and requested to increase capacity at the intersection as well as improvements to pedestrian and cyclist connectivity between Timbrell Park, along the western side of Timbrell Drive, to Iron Cove Creek. Concern for significant traffic queuing at Parramatta Road between George Street and Leicester Avenue, particularly at the George Street intersection, and at the traffic signals for the right turn to the M4 on-ramp. Observations indicate queues regularly extend west along Parramatta Road to Underwood Road in the AM peak and east through Leicester Avenue in the PM peak, with associated on-flow impacts. Request to review options to improve intersection capacity through signal phasing, road widening, or removal of the right turn lane from Parramatta Road into Columbia Lane. Concern the scope of the RNPRP is inconsistent with the scope outlined in condition E36 of the Minister’s Conditions of Approval. It specifies a number of intersections west of the area indicated on the map. Note that the condition refers to the intersection of ‘Parramatta Road and Pomeroy Street’. This is an error stemming from Council’s submission which should have referred to ‘George Street/Pomeroy Street’. Council provided additional traffic count data to support this.
Accessibility	0	No pins were dropped
Active transport	0	No pins were dropped

Theme	Number of comments	Overview of comments
Public transport	0	No pins were dropped
Environment	0	No pins were dropped
Road signage	0	No pins were dropped
Freight	0	No pins were dropped

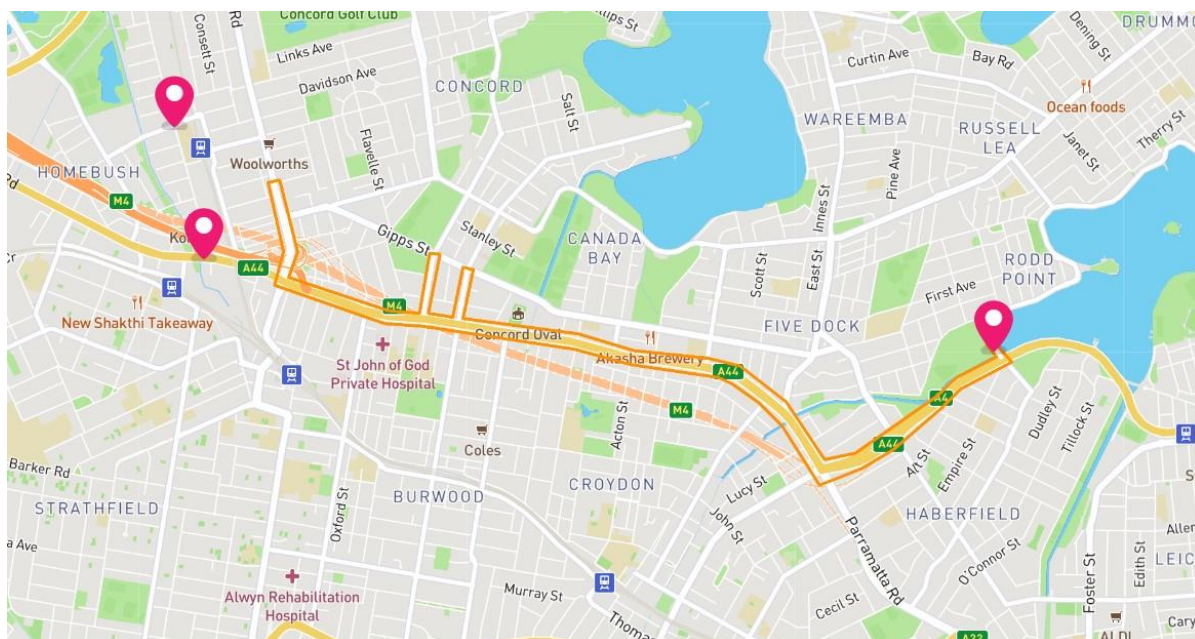


Figure 6 City of Canada Bay Council Bang the Table Map. Study area is outlined in orange

5.1.4 Inner West Council

In 2020, 12 months after the M4 East opened, Transport proposed several intersection upgrades to help mitigate impacts due to the opening of the M4 East Motorway. Transport consulted Inner West Council, the City of Canada Bay Council and the broader community on proposals to mitigate traffic impacts at the following intersections in Haberfield, Ashfield and Leichhardt:

- City West Link, Norton Street and James Street
- Waratah Street and Dobroyd Parade
- City West Link, Mortley Avenue and Timbrell Drive
- Parramatta Road and Dalhousie Street.

Inner West Council provided the following key feedback on these proposals:

- requested to delay some of the proposals until after the opening of the M4-M5 Link Tunnels (now known as the M4 and M8 extensions)
- requested proposals be replaced with funding towards their local area improvement strategy
- opposed changes to access at each of the proposal sites, with the exception at Waratah Street
- expressed concern about increased traffic on the local road network
- expressed concern about the changes on William Street, Leichhardt
- opposed the removal of parking and vegetation

- suggested other measures to discourage traffic on the local road network.

Transport has prioritised the design and construction of a pedestrian bridge over Wattle Street at Waratah Street, Haberfield. Transport will continue to consult with local councils and community about this and other projects to mitigate issues on the road network. The three remaining proposed projects will be reviewed as part of this process and might be discontinued, modified or retained in their proposed form.

Inner West Council's feedback regarding impacts directly related to the opening of the M4 East Motorway were incorporated into the Final M4 East RNPRP and therefore Council did not provide feedback through the online engagement platform during the M4 East RNPRP consultation period.

Inner West Council provided additional feedback during the briefing with Transport and was invited to submit written feedback via letter or the project email address. A majority of the feedback related to safety, congestion, accessibility, active transport, public transport, freight, and opportunities for placemaking. An overview of these comments is provided in Table 5-3.

Table 5-3 Inner West Council comments

Theme	Number of comments	Overview of comments
Safety	6	<ul style="list-style-type: none"> • Concern for safety of pedestrians crossing City West Link at Balmain Road intersection. • Reported community concern about pedestrian safety at the Dobroyd Parade/Waratah Street pedestrian crossing. Request for long term safety improvements and an interim solution. • Concerns for safety in Frederick Street after fatal crash on pedestrian crossing near John Street in March 2022. • Concern for safety of pedestrians at Liverpool Road where there is a high rate of pedestrian incidents. • Reported pedestrian fences don't deter all pedestrians. Council have requested origin-destination information for vehicles turning right from Parramatta Road into Liverpool Road to determine how far vehicles are travelling along Liverpool Road. • Concern about vehicles turning right from Sloane Street into Parramatta Road conflicting with pedestrians crossing Parramatta Road. Suggested the short cycle of the traffic light may need to be extended for vehicles turning right or pedestrians crossing. • Reported IWC has a plan to reduce the speed limit to 40km/h in local roads and suggest providing a consistent 60km/h speed limit across City West Link.
Congestion	5	<ul style="list-style-type: none"> • Concern about congestion at City West Link and Darley Road intersection after M4 East opened has been reported by the community, however traffic has improved in the last 12 months. • Council noted that congestion on City West Link will likely decrease with the opening of WestConnex 3b (Rozelle Interchange) and will wait until then before implementing mitigations. • Concern about rat running in Ramsay Street, Marion Street, Hawthorne Street, Sloane Street and Lord

Theme	Number of comments	Overview of comments
		<p>Street and IWC has advised the community this is likely to improve when WestConnex 3b (Rozelle Interchange) opens.</p> <ul style="list-style-type: none"> • Concern about significant traffic queues in Timbrell Drive on approach to Mortley Avenue, particularly during the weekends. Suggested this issue should be consulted with City of Canada Bay Council. • Concern about vehicles queuing across the intersection of City West Link and Balmain Road or using the left turn lane from City West Link into Balmain Road to queue jump into the adjacent through lane, which was causing congestion, however Council noted this congestion has lessened in recent months.
Accessibility	0	No comments
Active transport	3	<ul style="list-style-type: none"> • Request for a focus on providing pedestrian related/active transport amenities like the requirement in WestConnex stage 3. • Council noted WestConnex Stage 3 opening is likely to improve traffic flow and increased traffic speeds could put safety of pedestrians and cyclists at risk, including school children catching buses or walking from the Light Rail to Orange Grove Public School. • Council has plans to develop a cycleway running along Dobroyd Parade / Iron Cove Creek to the Aquatic Centre in four to five years and the RNPRP should consider this.
Public transport	1	<ul style="list-style-type: none"> • Concern about to the Minister's Condition of Approval B34, which states at least two lanes of Parramatta Road be dedicated as public transport priority unless an appropriate alternative is proposed. Council said Sydney Metro West is not a viable alternative as there are no Metro stations within the Inner West Council area. Response to B34 is outside of the scope of M4 East RNPRP • Concern about buses which have difficulty turning left from Parramatta Road into Croydon Road, particularly when vehicles stop beyond the existing stop line. IWC noted this may be worsened by future precinct redevelopment over the next five to 10 years.
Environment	2	<ul style="list-style-type: none"> • Request for more opportunities for place improvements like the WestConnex Stage 3a plan to close Northcote Street
Road signage	1	<ul style="list-style-type: none"> • Concern vehicles travelling from Frederick Street to Wattle Street have difficulty keeping lane discipline owing to the geometry of the intersection. Reported instances of vehicles turning right from Wattle Street into Parramatta Road using the outer two lanes instead of the inner two lanes dedicated for Parramatta Road. Council suggested this may be owing to driver confusion about route 'A44' in the road marking.
Freight	0	No comments.

5.2 Additional consultation period: May 2023 and June 2023

Following the 2022 feedback period, the Preliminary M4 East RNPRP was developed and shared with the councils for feedback between May 2023 and June 2023.

This additional consultation period was designed to seek feedback on the Preliminary M4 East RNPRP including the methodology for the assessment, the findings, mitigations, and how council's feedback from the 2020 consultation period had been incorporated into the Preliminary M4 East RNPRP. This feedback was sought from the four councils: Burwood Council, Strathfield Council, Inner West Council and City of Canada Bay Council.

Feedback received during this consultation period was used to finalise the M4 East RNPRP.

5.2.1 Inner West Council

Key feedback raised by Inner West Council on the Preliminary M4 East RNPRP included:

- general feedback regarding the methodology and data collected for the assessment
- support for mitigation measures including signal phase adjustments, extension of turning bays, shared path improvements and traffic movement restriction
- lack of support for mitigation measures that require road widening
- lack of mitigation measures that improve bus travel time, particularly on Parramatta Road
- suggestion for mitigation measures to be implemented after opening of WestConnex Stage 3
- support for the construction of a pedestrian bridge across Wattle Street at Waratah Street intersection.

5.2.2 City of Canada Bay

Key feedback raised by City of Canada Bay Council on the draft M4 East RNPRP included:

- general feedback regarding the methodology and data collected for the assessment
- lack of predicted performance improvements resulting from the proposed mitigation measures
- lack of proposed timing of potential mitigation measures
- request to investigate mitigation measures to reduce rat running in Concord Lane.

5.2.3 Strathfield Council

Strathfield Council did not provide any further feedback during the 2023 consultation period.

5.2.4 Burwood Council

Burwood Council did not provide any further feedback during the 2023 consultation period.

6. Consultation outcomes

6.1 Consultation outcomes

During both consultation periods, we asked the councils what their suggestion for improvements would be and some of the responses that we received were to:

- improve pedestrian and cyclist amenities and connections to active transport routes
- reduce speed limits and provide consistency along key corridors
- allow for more public transport amenity and priority
- support more place-making opportunities
- improve safety and lane guidance
- improve intersection efficiency on state roads to minimise traffic on local roads.

We heard feedback about congestion on local and State roads including traffic queuing related to the M4 East, some of which is anticipated to ease when the final stages of WestConnex open, including Rozelle Interchange later this year.

We also received requests to change road marking, signage and signalling to improve traffic flow and road safety. Councils reported concerns about rat running on local roads, pedestrian safety and the need to improve and expand on the existing active transport network.

We have assessed the responses from councils, along with any additional data provided, to determine if the proposed locations of concern are in fact a direct result of the M4 East and if they align with the criteria for the scope of the M4 East RNPRP.

Transport has used this feedback to develop the Final M4 East RNPRP. The Final M4 East RNPRP will inform a program of work for future infrastructure projects geared towards mitigating identified impacts and improving integration of the M4 East with the surrounding road network.

6.2 How feedback has been considered

The feedback received in the additional 2023 consultation period was used to further refine and finalise the M4 East RNPRP, and feedback outside the Final M4 East RNPRP scope was provided to other parts of Transport for further consideration.

The feedback from both 2022 and 2023 consultation periods informed Transport's investigation of potential mitigation projects. Key findings of reviews that were requested by councils are listed in Table 6-1.

Table 6-1 Key findings in response to council feedback

Concerns/ Suggestions	Transport response and potential mitigation
Traffic light operations	
<i>Limited green time from local roads, limiting access to corridors such as City West Link and Parramatta Road (Concern)</i>	Changes to phasing and improvements to operating efficiency are always reviewed and considered prior to any proposed physical changes to the network like the M4 East. Transport recognises the existing phasing of traffic lights at locations within the study area is not always sufficient to clear traffic queues. Traffic light phasing and timings are not fixed and vary throughout given days including peak periods depending on several factors including local conditions, traffic volumes, queue lengths and pedestrian crossing frequency.
<i>Time of day movement restrictions at signalised intersections (Suggestion)</i>	Time of day restrictions often cause several operational and safety concerns. Traffic lights where specific phases are used generally have dedicated lanes for those movements, such as a right turn arrow accompanied by a dedicated right turn lane. Time of day restrictions would remove the ability for traffic to legally use those lanes at certain times; however, they do not fully prevent drivers from using lanes illegally. At traffic lights, these behaviours can create larger safety issues and are therefore not further considered.
Local Road Safety Impacts	
<i>Road safety impacts on various local streets around the study area (Concern)</i>	Transport recognises the existing traffic issues around the study area and is proposing changes to prevent the need for drivers to make illegal and poor decisions.
<i>Illegal driver behaviour around the study area (Concern)</i>	
<i>Increased traffic and safety issues around school zones and areas with vulnerable road users (Concern)</i>	Transport will be working with Councils to review the safety of the local roads within the study area, particularly near schools and other areas with more vulnerable road users to identify opportunities to improve traffic management and safety for the benefit of the local community.
Parramatta Road – general	
<i>Widen Parramatta Road between M4 East Tunnels and Liverpool Road to improve traffic flow and safety (Suggestion)</i>	While widening and upgrading Parramatta Road may deliver improvements for road users it would require substantial impact and change to nearby properties, utilities and streetscape around the M4 interchange and Ashfield Park. Considering previous community opposition to road widening into Ashfield Park, Transport would not consider this suggestion to be widely acceptable to the local community.
<i>Restrict left turn access from Parramatta Road eastbound into various local roads at Haberfield (Suggestion)</i>	This suggestion would be investigated further in consultation with Inner West Council. Options to completely restrict access from Parramatta Road need to consider the impacts to local access and connectivity. Removal of the left turn movements from Parramatta Road may increase traffic along certain corridors, opposing several concerns raised by other community members.

Concerns/ Suggestions	Transport response and potential mitigation
<p><i>Removal of bus stops on Parramatta Road between Dalhousie Street and Liverpool Road be removed to improve safety and efficiency (Suggestion)</i></p>	<p>Existing bus stops on Parramatta Road are not planned to be removed or relocated. Bus stops in this area were relocated as part of the M4 East. Further relocation or removal away from Ashfield Park would most likely increase walking distances beyond acceptable limits and impact existing bus commuters. The potential benefit of removing the two bus stops in this area is minimal given the 15-minute bus frequency during peaks and the limited stopping and dwell times for buses currently using these stops.</p>
<p>Hawthorne Parade</p>	
<p><i>Increased traffic on Hawthorne Parade and delays entering Marion Street (Concern)</i></p>	<p>Based on previous travel time surveys and assessment, delays can vary at the Marion Street/ Hawthorne Parade intersection. Despite the existing right turn movement from Waratah Street onto City West Link, the opportunity to improve the left turn movement from Hawthorne Parade onto Marion Street is under consideration by Transport.</p>
<p><i>Restrict right turn out and left turn in access into Hawthorne Parade and from Marion Street to limit traffic entering the surrounding streets (Suggestion)</i></p>	<p>This suggestion would be investigated further in consultation with Inner West Council. Options to restrict accesses need to consider the impacts to local connectivity, as this may increase traffic along other local road corridors.</p>
<p>Parramatta Road/ Liverpool Road</p>	
<p><i>Significant delays and congestion experienced at this intersection (Concern)</i></p>	<p>The Parramatta Road/ Liverpool Road intersection operates at capacity and with significant congestion for extended periods of the day. Opportunities to improve the efficiency of this intersection are limited without increasing the intersection footprint; however, Transport is reviewing possible measures.</p>
<p>City West Link/ Timbrell Drive/ Mortley Avenue</p>	
<p><i>Insufficient storage for pedestrians and cyclists crossing between Timbrell Park and the Bay Run (Concern)</i></p>	<p>This intersection has remained in its existing configuration since pre-M4 East opening. However, Transport will work with Inner West Council to assess options for improved pedestrian storage at this intersection.</p>
<p><i>Provide additional signalised crossing over Dobroyd Parade on the north-eastern approach (Suggestion)</i></p>	<p>The signalised crossings at the Dobroyd Parade/ Timbrell Drive/ Mortley Avenue intersection were assessed by Transport in late 2018 as part of the recent improvement works on carried out on City-West Link Road. As part of that assessment, it was identified that an additional crossing on the northern side of the intersection would result in significant delays and impacts to the operation of the intersection, particularly for the left turn traffic out of Timbrell Drive. Extended vehicle queues on Timbrell Drive are particularly undesirable since they affect the crossing safety of pedestrians and cyclists near Henley Marine Drive.</p>

Concerns/ Suggestions	Transport response and potential mitigation
<p><i>Restricting through movements between Mortley Avenue and Timbrell Drive to improve right turn opportunities out of Timbrell Drive</i> (Suggestion)</p>	<p>The removal of the eastbound through movement from Timbrell Drive to Mortley Avenue would allow improved road space for a second right turn lane however would not provide any meaningful operational benefits to the majority of traffic at this intersection. The removal of the eastbound through movement would also cause a much larger volume of traffic to redistribute towards Ramsay Street or turning right towards Waratah Street instead of Mortley Avenue. The volume of through traffic is much higher than right turning traffic. For these reasons, removal of either through movement between Mortley Avenue and Timbrell Drive would not be considered.</p>
Parramatta Road/ Chandos Street	
<p><i>Restrict left turn in movements from Parramatta Road eastbound into Chandos Street</i> (Suggestion)</p>	<p>The removal of the left turn movement from Parramatta Road to Chandos Street would increase traffic along Bland Street and the connectivity of local streets. It is unlikely that this corridor would be used as a “rat run” for vehicles exiting Parramatta Road; however, this would be further investigated by Transport and/ or Council if reports of this nature are received.</p>
Parramatta Road/ Sloane Street	
<p><i>Addition of right turn movement from Parramatta Road westbound into Sloane Street</i> (Suggestion)</p>	<p>Providing a right turn into Sloane Street from Parramatta Road westbound would introduce footprint, property, traffic and efficiency impacts at this intersection. The right turn movement would require additional phasing which would limit the efficiency of the other movements at the intersections.</p>
<p><i>Introduce no right turn from Sloane Street into Lord Street to limit use of Sloane Street, north of Parramatta Road</i> (Suggestion)</p>	<p>This suggestion would be investigated further with Inner West Council. Options to restrict access need to consider the impacts to local access and connectivity, as this may increase traffic along other local road corridors.</p>
Parramatta Road/ Wattle Street/ Frederick Street	
<p><i>Allow right turn from Parramatta Road onto Wattle Street</i> (Suggestion)</p>	<p>The introduction of a new westbound right turn from Parramatta Road onto Wattle Street would not provide any additional opportunity to access the Haberfield area. For this reason, a new right turn at this location has not been considered.</p>
Wattle Street/ Ramsay Street	
<p><i>Delays and queue lengths at this intersection</i> (Concern)</p>	<p>The intersection has seen reductions in traffic of up to 20 per cent during peak periods since the opening of the New M4 Tunnels. This reduction along with the capacity enhancements completed as part of the M4 East should deliver improvements at the intersection with Wattle Street. However, it is noted that vehicles turning left into Ramsay Street (north) and left out of Ramsay Street (south) have increased during both peak periods. Given the proximity of the tunnel portals and length of the intersection there are limited opportunities to upgrade and provide additional capacity at this location. Transport will commission a review into the phasing and operation of this intersection to ensure it is operating as efficiently as possible with the revised traffic patterns in the area.</p>

Concerns/ Suggestions	Transport response and potential mitigation
<i>Remove left turn out restriction at Martin Street (north) to reduce delays and queues on Ramsay Street (Suggestion)</i>	The left turn out restriction was introduced at Martin Street to avoid introducing a significant volume of traffic from Ramsay Street onto Martin Street. The left turn movement from Ramsay Street west onto City West Link operates with improved efficiency since the opening of the M4 East. The right turn out of Waratah Street removes the need for eastbound Haberfield traffic to consider crossing City West Link and using Martin Street to turn around. For these reasons, removal of the left turn out restriction from Martin Street would not be considered.
City-West Link Road/ James Street	
<i>Improvements to the left turn from City-West Link Road into James Street (Suggestion)</i>	Improvement measures such as widening of City-West Link Road in this area would require significant construction impacts and the acquisition of private property due to the limited available space in the existing road corridor. Widening may be of minimal benefit since the existing left westbound lane ends about 150 metres west of the intersection.
<i>Increased crossings on William Street (Suggestion)</i>	Opportunities to increase crossings on William Street would be considered with Inner West Council.
City-West Link Road/ Balmain Road	
<i>Upgrades be considered and included at the City West Link, Balmain Road intersection (Suggestion)</i>	Transport recognises traffic congestion and travel reliability is an issue on Balmain Road and particularly at the City West Link intersection. Monitoring of Balmain Road will continue to occur to gain an improved understanding of the potential options for improving conditions for all road users on Balmain Road.
<i>Left lane must turn left condition along the eastbound approach to Balmain Road (Concern)</i>	Investigations are being carried out to address the undesirable driver behaviour and congestion issues on City-West Link Road, approaching Balmain Road.
Ramsay Street	
<i>Rat running down side streets to access Ramsay Street, including Sloane Street, Marion Street and Hawthorne Street. (Concern)</i>	Transport recognises that traffic in these local roads have increased but is likely to improve with the WestConnex 3b opening. A review of HERE Travel Time data reveals that the opening of M4 East has had no significant impacts on the average speeds along Hawthorn Street. No significant impacts are similarly seen on Marion Street during the AM peak hour; however, average speeds have decreased by approximately three kilometres per hour since 2018.
Cooper Street	
<i>Increase in traffic on this road, which is used to bypass queues on Parramatta Road to access the M4 (Concern)</i>	A review of HERE Travel Time data reveals that the opening of M4 East has had no significant impacts on the average speeds along Cooper Street.
Concord Road/ Sydney Street	

Concerns/ Suggestions	Transport response and potential mitigation
<i>Rat running down Concord Lane in violation of one-way restrictions in place from Sydney Street and M4 Off-Ramp (Concern)</i>	Transport recognises that traffic on Concord Lane has increased due to a new connection between Carrington Lane and Sydney Street. Transport shall investigate options to prevent violation of the one-way restriction from Sydney Road.

As per the Planning Condition of Approval E36, an equivalent review will be prepared by Transport to evaluate impacts to the adjoining road network and the need for further mitigation measures, if required, five years post-opening of the M4 East.

6.2.1 Mitigation measures and delivery priority

Mitigations being considered to address impacts resulting from the M4 East Motorway opening are summarised in Table 6-2. Mitigations for safety issues will be prioritised for development and delivery.

Table 6-2 Potential mitigation measures

Location	Potential mitigations
City-West Link Road/ James Street City-West Link Road/ Norton Street City-West Link Road/ Balmain Rd	<ul style="list-style-type: none"> • Shared path improvements • Movement restrictions • Localised widening • Signal phasing adjustments • Pedestrian refuge storage improvements
Dobroyd Parade/ Timbrell Drive/ Mortley Avenue	<ul style="list-style-type: none"> • Increase pedestrian storage at north-western end of intersection • Improve active transport amenity and connections between Timbrell Park and Bay Run • Movement restrictions on Timbrell Dr and Mortley Ave • Widening of Timbrell Drive • Improved pedestrian crossings at Timbrell Drive near Henley Marine Dr • Signal phasing adjustments
Dobroyd Parade/ Waratah Street	<ul style="list-style-type: none"> • Remove pedestrian crossing • Introduce pedestrian bridge • Restrict movements into Waratah Street
Parramatta Road/ Dalhousie Street	<ul style="list-style-type: none"> • Restrict movements into and out of Dalhousie St • Remove pedestrian crossing(s) • Reduce lanes on Parramatta Road • Removal/ modification of zipper merge • Introduce pedestrian bridge • Improve shared paths • Reallocate westbound traffic lanes or bus stop on approach to the tunnel
Parramatta Road/ Liverpool Road	<ul style="list-style-type: none"> • Extension and/or duplication of right turn bay • Changes to lane configuration on Parramatta Road

Location	Potential mitigations
Parramatta Road/ M4 on-ramp (Powell's Creek) Parramatta Road/ George Street/ Nipper Street	<ul style="list-style-type: none">• Extension of right turn bay by restricting movements into minor roads• Potential localised widening on Parramatta Road• Signal phasing adjustments

7. Next steps

Transport has used the feedback received to develop the Final M4 RNPRP. The Final M4 RNPRP will inform a program of work for future infrastructure projects geared towards improving network integration.

The final step, as shown in Figure 7, will be to review the future program of work and prioritise network improvement projects listed in Table 6-2.

Transport is committed to working with councils in a whole-of-government approach to achieve the best outcomes for the community. We will continue to consult councils, key stakeholders and community as projects develop.

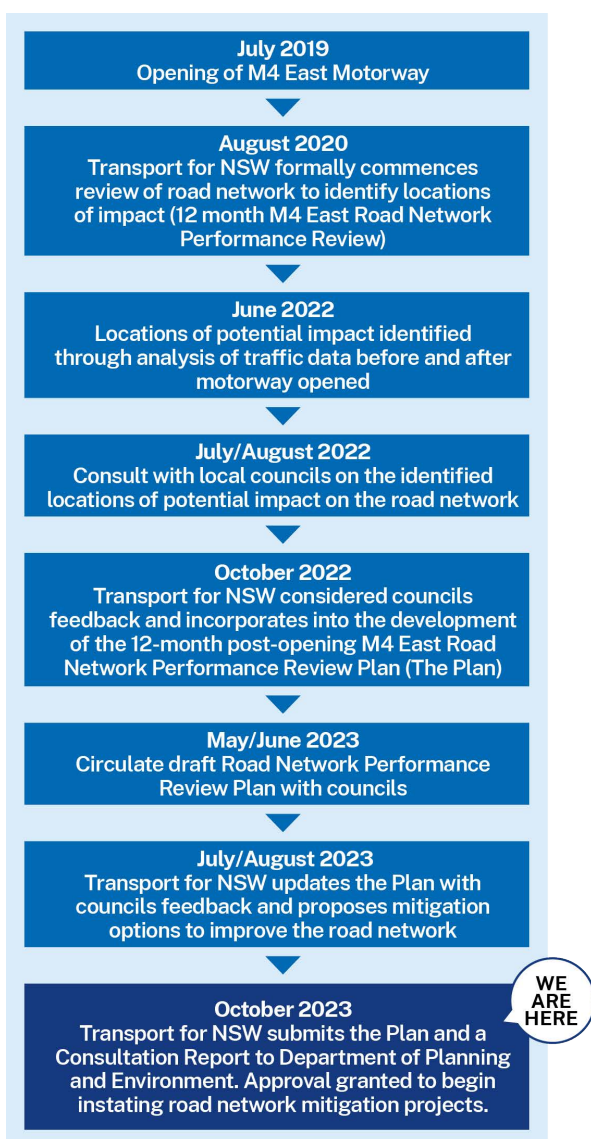
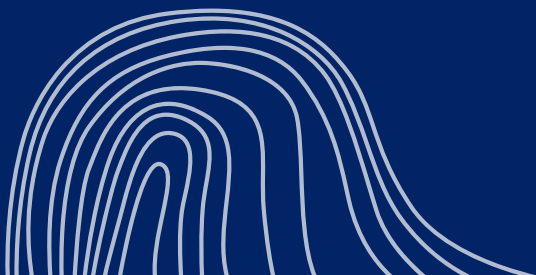


Figure 7 Next steps

Contact us

For further information about the Road Network Performance Review Plans please:

- **Visit:** www.transport.nsw.gov.au/road-network-performance-review-plans
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