

Transport
for NSW

WestConnex M8 Road Network Performance Review Plan

October 2023



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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.

Executive summary

- The WestConnex M8 Motorway provides 9 km twin tunnels from the M5 East at Kingsgrove to St Peters Interchange. It is the second stage of the WestConnex motorway network, doubling the capacity of the M5 East Tunnels. The project was opened to traffic on Sunday, 5 July 2020.
- The WestConnex M8 Motorway project was approved by the Department of Planning and Environment (formerly known as Department of Planning, Industry and Environment), provided that the Conditions of Approval (CoA) were satisfied.
- CoA E40 requires that at both 12 months and 5 years after the commencement of operation of the M8 Motorway, a Road Network Performance Review Plan (RNPRP) must be prepared in consultation with relevant Councils.
- The plan focuses on identifying how the opening of the M8 Motorway has impacted the adjoining road network and roads that could be used as alternative routes. The M8 Motorway Road Network Performance Review (The Review) was carried out by comparing traffic volumes and speeds before and after the opening of the M8 Motorway (M8).
- The below criteria were used to identify locations impacted by M8 opening:
 - An increase in traffic volumes of less than five per cent and/or less than a five kilometres per hour decrease in traffic speed is considered part of normal growth and day-to-day variations on the road network and therefore is not deemed to have been impacted by the opening of the M8.
 - An increase in traffic volumes greater than five per cent and an associated decrease in traffic speed of more than five kilometres per hour has been assessed as a change. The change could be due to the opening of the M8 Motorway, land use changes, or a result of other Transport for NSW (Transport) projects.
- Where a change is a result of the opening of the M8 Motorway, this plan will outline a mitigation for the impact. The impact of the COVID-19 pandemic on road usage and traffic volumes has been taken into consideration as part of the RNPRP.
- A summary of The Review's key findings is below and further detailed in Section 6.1 of this plan.
 - The opening of the M8 Motorway has doubled the capacity of the M5 East Tunnels, saving motorists up to 30 minutes travel time on journeys from southwest Sydney to the CBD.
 - Following the opening of the M8, less drivers are choosing to exit the M5 at King Georges Road during the morning peak period. Motorists on the M5 East Motorway appear to be willing to pay tolls to commute in the peak direction of travel.
 - Additional traffic on Stoney Creek Road and Forest Road in peak periods, including an increase in the number of heavy vehicles and a decrease in speed at some intersections.
 - There is less traffic on Princes Highway/King Street, north of Campbell Road and on Sydney Park Road as motorists choose to use the upgraded Euston Road and Campbell Road.

- An increase in traffic, as expected, on roads adjoining the St Peters Interchange. These corridors were upgraded in preparation for the M8 Motorway and are adequately handling the demands.
- Travel speeds have improved on some roads in the Dulwich Hill, Beverly Hills, Sydenham and St Peters as well as some sections of the Princes Highway.
- Transport consulted with Georges River Council, Bayside Council, City of Canterbury Bankstown Council, Inner West Council and the City of Sydney Council on The Review findings and the RNPRP.
- Sites that meet the criteria for further investigation as part of the M8 RNPRP include the following intersections:
 - Stoney Creek Road, Kingsgrove Road and Croydon Road
 - Stoney Creek Road, Forest Road and Kingsland Road
 - Forest Road, Bexley Road and Harrow Road
 - Princes Highway, Wickham Street and Forest Road
 - Marsh Street and M5 Motorway Ramps
 - Princes Highway, The Seven Ways and Bay Street
 - Campbell Street, Bedwin Road, May Street and Unwins Bridge Road
 - Gardeners Road and Botany Road.
- Section 9 details proposed mitigations at impacted locations. These have been summarised below:
 - Traffic efficiency and capacity improvements for side streets at the Stoney Creek Road and Kingsgrove Road, and Stoney Creek Road and Croydon Road intersections
 - Opportunities to improve active transport connectivity to local schools near the Stoney Creek Road and Kingsgrove Road, and Stoney Creek Road and Croydon Road intersections
 - Placemaking and pedestrian safety improvements to mitigate high congestion levels at the Stoney Creek Road, Forest Road and Kingsland Road intersection and the Bexley Town Centre
 - Traffic efficiency improvements at the Marsh Street and M5 Ramps intersection to alleviate congestion
 - A review of directional road signage at St Peters, Alexandria and Mascot with an aim to encourage vehicles to use State Roads where appropriate
 - Opportunities to calm traffic on Salisbury Avenue through implementing turn restrictions during peak periods
 - Public transport and access improvements at the intersection of Fredrick Street, Railway Street and The Seven Ways and consider revision of speed limits at the Rockdale Town Centre
- Past improvements delivered by Transport have been effective in addressing the increased traffic volumes associated with the opening of the M8 Motorway. This past work include:

- Upgrades completed in February 2020 to improve intersection capacity, efficiency, and active transport connections at the intersection of Campbell Street, Bedwin Road, May Street and Unwins Bridge Road
- The Mascot At-Grade upgrades completed in October 2020 to improve intersection capacity and efficiency at the Gardeners Road and Botany Road intersection
- Turn bans implemented in February 2020 at three intersections in Bexley and Arncliffe to ease congestion and delays.
- Further investigation and planning is required to improve Transport’s understanding of the impacts, benefits, costs and feasibility of proposals at identified locations before a decision regarding priority and delivery can be made. Should any of the proposed mitigations progress, community and stakeholder consultation will be carried out as normal during the development phase of the project.
- As per the CoA E40, a similar review will be carried out as part of the 5-year post-opening condition of approval for the M8 Motorway to evaluate impacts to the adjoining road network and to assess if there is a need for further mitigation measures.

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1. Introduction

1.1 Background

Transport for NSW (Transport) is required to prepare a Road Network Performance Review Plan (RNPRP) in consultation with relevant Councils to assess the impacts of the M8 Motorway on the adjoining road network at both 12 months and 5 years after opening. This RNPRP is prepared to respond to the State Significant Infrastructure (SSI) Conditions of Approval for the opening of the M8 Motorway.

1.2 WestConnex

WestConnex is a significant investment in the future of Sydney’s road infrastructure by the NSW and Australian governments. It comprises a series of interconnected motorways and road upgrades to increase the capacity of the M4 and M5 and provides a vital underground link between the motorways.

WestConnex is 33 kilometres in length, which includes new sections of motorway as well as capacity improvements on existing motorways. Please refer to Figure 1 for an overview of the WestConnex motorway and surrounding motorway links.

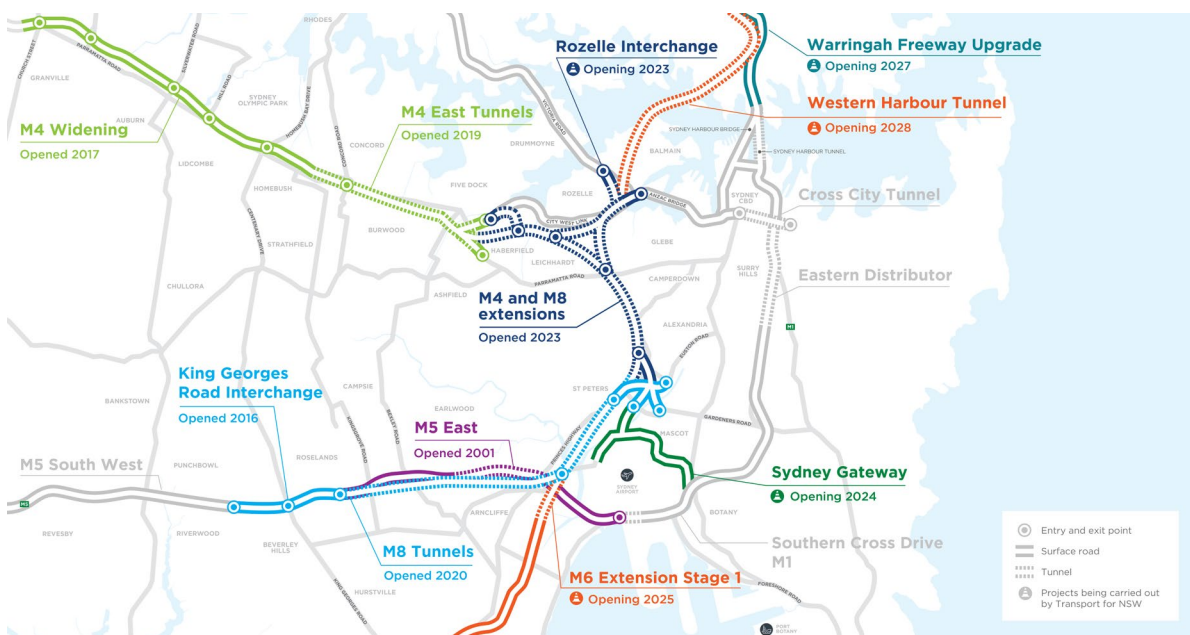


Figure 1: Motorway network (Transport for NSW, 2023)

The key objective of WestConnex is to improve access to, and connectivity with, NSW’s international gateways, Port Botany and Sydney Airport, which are vital economic assets. Efficient and reliable access to and from these gateways supports some of the State’s most important economic journeys and is a critical element in sustaining the future productivity and global competitiveness of Sydney and NSW.

With more than two-thirds of WestConnex consisting of underground tunnels, the project will ease congestion on surface roads and improve productivity and efficiency for all road users, including buses, freight and light commercial vehicles.

WestConnex has been delivered in three stages. Stage 1, the M4 Widening and the M4 East. Stage 2, the M8 Motorway (previously known as the new M5). Stage 3, the extensions of the M4 and M8 extensions, and the Rozelle Interchange (due for completion in late 2023). The schedule for WestConnex delivery is provided in Figure 1.

1.3 M8 Motorway

The WestConnex M8 Motorway opened on Sunday, 5 July 2020 and provides 9-kilometre twin tunnels from the M5 East at Kingsgrove to the St Peters Interchange. It is the second stage of the WestConnex motorway network.

Upon opening of the M8 Motorway, tolling was introduced to the existing M5 East Motorway from King Georges Road at Beverly Hills to Marsh Street at Arncliffe. Between Marsh Street and General Holmes Drive, the M5 East has remained toll free in both directions.

This major transport infrastructure connects to the local road network at St Peters and the M5 Motorway. It is designed to integrate with major road projects, including the M4 and M8 extensions (previously known as M4-M5 Link Tunnels) which opened to traffic in January 2023. The M8 Motorway also links to Rozelle Interchange (expected to open to traffic in late 2023), Sydney Gateway (expected to open to traffic in late 2024), and the M6 to the south of Sydney (expected to open to traffic in late 2025).

The M8 Motorway project was approved by the Department of Planning and Environment (formerly known as Department of Planning, Industry and Environment), provided that the Conditions of Approval (CoA) were satisfied. Details on the conditions that apply to this project are provided in Section 2.1.

2. Purpose of Road Network Performance Review Plan

2.1 Conditions of Approval

Analysis of the potential impacts in the study area that relate to the opening of the M8 Motorway and correspond to the SSI 6788 conditional approval has been carried out and is documented in this plan.

The SSI (number 6788) approval for WestConnex Stage 2, which comprises of the M8 Motorway, includes the conditions detailed in Section 2.1.1 and Section 2.1.2 relevant to this RNPRP.

2.1.1 Condition of Approval E40

Condition E40 states that at both 12 months and 5 years after the commencement of operation of the SSI, or as otherwise agreed to by the Secretary, the Proponent must prepare a RNPRP in consultation with Transport and relevant Councils that includes:

- a. an updated analysis, including modelling of traffic impacts to the adjoining road network (including impacts on local roads and rat-running), as a consequence of the SSI. This must include a review of new information available about potential land use changes, and any traffic changes as a result of other major road projects within the project area.
- b. further detailed investigations at the following intersections or sections of the road network:
 - i. potential 'pinch-points' where the merging of tunnel exit traffic and surface traffic would occur at the King Georges Road Interchange and the Saint Peters Interchange
 - ii. King Street, between Sydney Park Road and Enmore Road
 - iii. Euston Road, between Sydney Park Road and Botany Road
 - iv. Princes Highway and Campbell Street
 - v. Princes Highway and Canal Road
 - vi. Princes Highway and Railway Road
 - vii. Gardeners Road and O'Riordan Street
 - viii. Sydney Park Road and Mitchell Road
 - ix. Gardeners Road and Bourke Road
 - x. Unwins Bridge Road and Campbell Street; and
 - xi. Campbell Road and Euston Road.
- c. updated consideration of potential mitigation measures to manage any predicted traffic performance deficiencies in association with the investigations undertaken under (b).
- d. the predicted traffic performance improvements from these measures, including any cumulative improvements.
- e. details on bus priority measures.

- f. a comparison of the pre- and post-road network performance for all road users including, but not limited to, vehicles, freight, public transport and active transport.
- g. justification of why the predicted 'do minimum' performance for any road users of any intersection on the adjoining road network cannot be maintained (if necessary); and
- h. an updated description and proposed timing of potential mitigation measures, including measures to remove or limit any adverse impacts on any road user groups impacted by the SSI.

The Proponent is responsible for the implementation of the identified measures, if required. The RNPRP must be submitted to the Secretary, Transport (in relation to impacts on bus services) and to relevant Council(s) within 60 days of its completion and made publicly available.

The purpose of the RNPRP is to optimise road network performance, including public transport access and times, and to manage the performance impacts of the SSI on the adjoining road network by identifying or confirming mitigation improvements that are required in areas where traffic performance may be unsatisfactory at time of construction being completed.

2.1.2 Condition of Approval E41

Condition E41 states that the Proponent must liaise with relevant Councils during detailed design to improve integration of the project with the local and regional road network. The outcomes of this consultation with councils on The Review and the RNPRP will be reported and incorporated into the RNPRP as required under condition E40.

2.2 Purpose of this plan

The RNPRP documents the findings of The Review 12 months after the opening of the M8 Motorway, as required by the Department of Planning and Environment to meet CoA E40.

The following are the aims of the review:

- identify locations where road performance on the adjoining road network has been impacted by the opening of the M8 Motorway
- identify potential mitigation measures to optimise road network performance at impacted locations
- support the integration of the M8 Motorway into the broader transport network.

2.3 Alignment with Transport policies

The potential mitigation measures (Section 7) will be developed with consideration of Transport's strategic policies. The alignment of the mitigations with the relevant NSW outcomes or initiatives is outlined in Table 1.

Strategic Policy	Description	Alignment
Future Transport 2056	<p>Outlines the NSW Government's strategy for creating and maintaining a 'world-class, safe, efficient and reliable transport system over the next 40 years'.</p> <p>Safe, healthy, sustainable, accessible and integrated journeys in NSW</p> <p>Stabilise Greater Sydney's traffic</p>	<p>Customer-centric principles will inform the development of project mitigations, including ways of optimising the road network through managing demand and performance.</p>

2026 Road Safety Action Plan	Aims to ensure safety is designed into the transport network as NSW grows.	Will inform the design of project mitigations, in the context of road safety.
Movement and Place Framework	To create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places.	Customer-centric principles will inform the development of project mitigations
Active Transport Strategy	Prioritising walking, bike riding and personal mobility for short trips and a viable, safe and efficient option for longer trips.	Consideration of active transport requirements to inform design of mitigations.
Providing for Walking and Cycling in Transport Projects Policy	The policy outlines that every transport project funded by Transport for NSW must include provision for walking and cycling within the core scope of the project. Walking and cycling components of a project must be incorporated from the outset and followed through to delivery and maintenance	Consideration of active transport requirements to inform design of mitigations.
Road user space allocation policy and procedure	When allocating road user space based on the network vision and road functions, consider all road users in order of: walking (including equitable access for people of all abilities); cycling (including larger legal micro-mobility devices); public transport; freight and deliveries; and point to point transport ahead of general traffic and on-street parking for private motorised vehicles	Will inform the design of project mitigations, in the context of road users.

Table 1: Strategic Policy Alignment

3. Study area and methodology

3.1 Study area

The study area is shown in Figure 2 and includes key roads that adjoin the M8 Motorway or could be used as alternative routes. These locations have been assessed for impacts based on data that was collected prior to, and 12 months after, the motorway opening. The study area includes:

- roads specified for inclusion within the M8 Conditions of Approval
- roads that could be used as alternative routes to the M8 Motorway
- King Georges Road and adjoining roads that interface with St Peters Interchange.

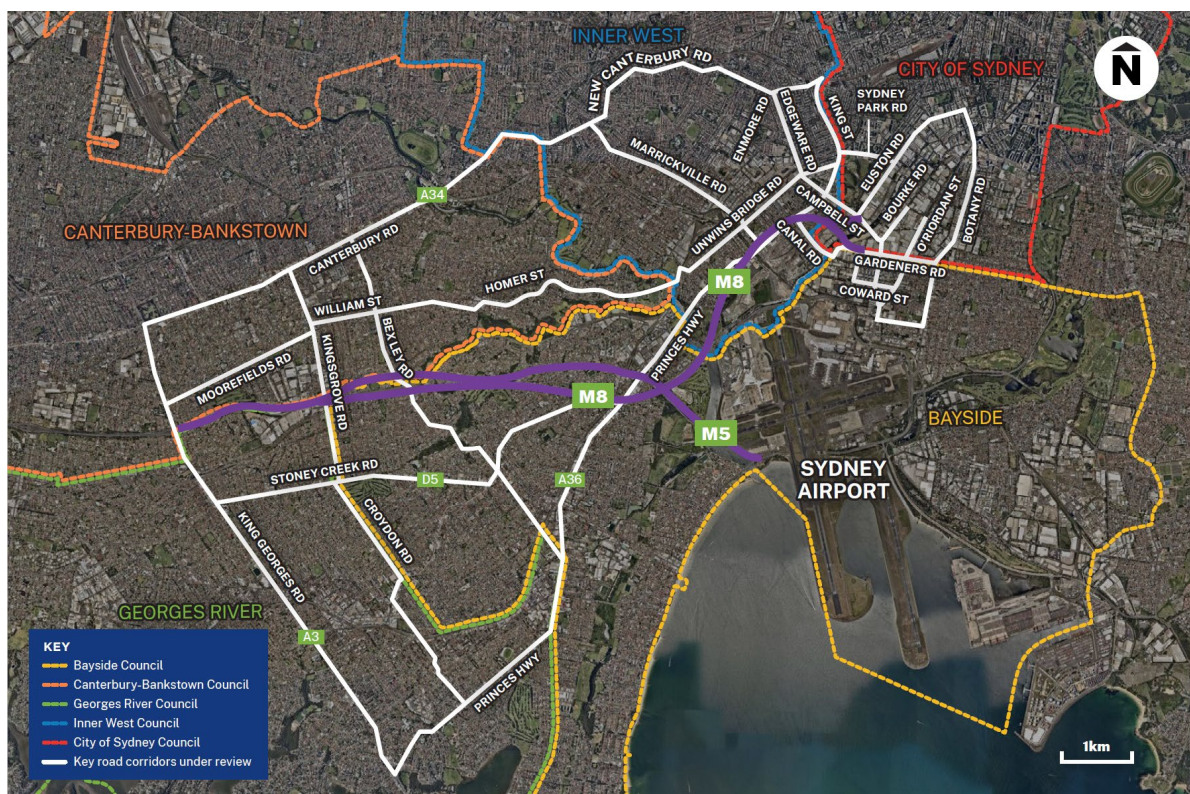


Figure 2: Study area

3.2 Methodology

The review has been carried out by comparing traffic volumes and speed before and after the opening of the M8 Motorway (June 2020 to June 2021) on roads identified in the study area.

The impacts of the COVID-19 pandemic on road usage and traffic volumes have been taken into consideration as part of the RNPRP. Pre-pandemic traffic volumes were compared to volumes from before the M8 Motorway opened, which were affected by the pandemic. Where the percentage of traffic volume change exceeded normal traffic fluctuations on the road network (greater than five per cent), this percentage (COVID-19 Correction Factor) was applied to post motorway opening volumes and a sensitivity analysis was undertaken, where required.

A process flow diagram outlining the methodology is provided in Figure 3.

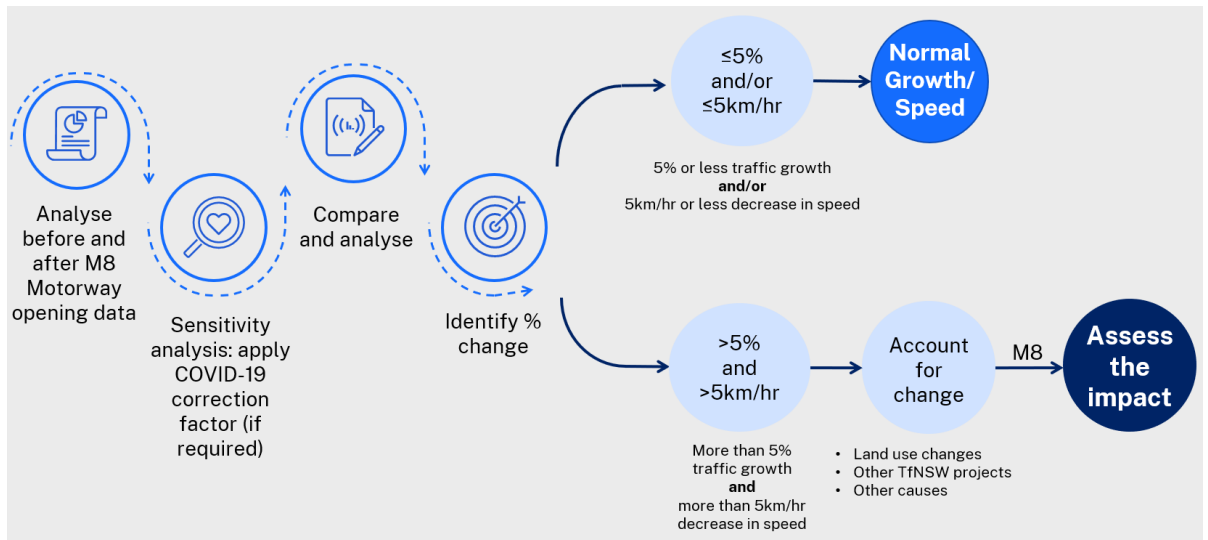


Figure 3: M8 Motorway road network performance review methodology

Section 4.1 of the RNPRP summarises the key findings of the preliminary analysis and intersections identified with an increase in traffic volumes of more than five per cent and a speed reduction of more than five kilometres per hour when comparing pre and post opening data.

A detailed traffic analysis was carried out for sites identified as being impacted, in Section 6, to understand intersection performance post-M8 opening and identify mitigation measures to address impacts, where appropriate.

Based on available traffic data, the change in heavy vehicle volumes during the AM and PM peak periods were assessed and the percentage of heavy vehicles before and after the opening of the M8 Motorway was calculated, allowing corridors with an increase in heavy vehicle volumes to be identified.

A safety analysis was also undertaken of the study area to identify any safety issues. Two years of crash data was analysed, covering one year before and after M8 Motorway opening. The total number of crashes, pre and post M8 Motorway opening, was analysed to establish any trends in crashes, including the percentage of crashes that involved heavy vehicles.

As public transport was heavily impacted by COVID-19 and cannot be reliably analysed, this is not considered as part of the 12-month post opening review. The RNPRP will, however, consider opportunities to improve public transport and active transport infrastructure at locations of identified impact.

4. Review findings

4.1 Key findings of review

Traffic data for roads identified in the study area, before and after the opening of the M8 Motorway (June 2020 and July 2021) was compared to identify areas of change on the road network. Key findings of the review include:

- The M8 Motorway has doubled the capacity of the M5 East Tunnels, saving motorists up to 30 minutes travel time on journeys from southwest Sydney to the CBD.
- A 14% reduction of traffic exiting the M5 at King Georges Road in the AM peak. Motorists on the M5 East Motorway appear to be willing to pay tolls to commute in the peak direction of travel
- An 8% to 14% increase in traffic volumes on Canterbury Road in the counter-peak direction of travel in the AM and PM peak respectively but no corresponding decreases in speed greater than 5 km/h. The road is coping with the additional traffic demand.
- Additional traffic on Stoney Creek Road/Forest Road in peak periods, including an increase in the number of heavy vehicles and a decrease in speed at some intersections.
 - Increase in traffic by up to 20% in the AM peak and 23% in the PM peak
 - On average, 62 additional heavy vehicles in AM peak hour and 25 in PM peak hour on Stoney Creek Road/Forest Road
- Reduction in traffic volumes on Bexley Road (up to 8%) and Kingsgrove Road (up to 3%)
- An increase in traffic and a corresponding decrease in speed at the intersection of Princes Highway and Bay Street in the AM peak
- An increase in traffic, as expected, on roads adjoining St Peters Interchange: Campbell Road, Euston Road and Gardeners Road. These corridors were upgraded as part of preparation for the M8 Motorway and are adequately handling the demands.
- Up to 24 additional heavy vehicles on Gardeners Road each peak hour
- A 14% decrease in traffic on Princes Highway/King Street, north of Campbell Road and a corresponding decrease of up to 27% of traffic on Sydney Park Road as motorists choose to use the upgraded Euston Road and Campbell Road.
- Slight increase in traffic volumes along Edgeware Road in the AM peak. The road is coping with the additional traffic demand (no decrease in traffic speed of more than 5 km/h)
- Improvements in travel speed (increase in speed above 5 km/h) on King Georges Road at Beverly Hills, New Canterbury Road between Campsie and Dulwich Hill, Railway Road at Sydenham, Canal Road at St Peters and on some sections of the Princes Highway.

4.1.1 Intersections identified for traffic analysis

Intersections where traffic volumes increased by five per cent or more and where travel speeds have decreased by five kilometres per hour or more after the M8 Motorway opened, were identified as sites that required a detailed traffic analysis.

The intersections flagged for further traffic analysis included the following intersections:

1. Stoney Creek Road, Kingsgrove Road and Croydon Road

2. Stoney Creek Road, Forest Road and Kingsland Road
3. Forest Road, Bexley Road and Harrow Road
4. Princes Highway, Wickham Street and Forest Road
5. Marsh Street and M5 Motorway Ramps
6. Princes Highway, The Seven Ways and Bay Street
7. Campbell Street, Bedwin Road, May Street and Unwins Bridge Road
8. Gardeners Road and Botany Road.

4.2 Road safety performance

A safety analysis was undertaken of the study area. Two years' crash data was analysed, from one year before and one year after the M8 Motorway opened. Key trends identified from the safety review include:

- A 41% reduction in all crashes and 50% reduction in serious injury crashes on the M5 East in the year after the opening of the M8 Motorway;
- A 5% reduction in the number of crashes across the study area road network in the 12-month period after the M8 Motorway opened;
- The severity of crashes decreased; and
- Road corridors that showed an increased number of crashes following the opening of the M8 Motorway were assessed by the Centre for Road Safety and Transport's Network and Safety team. This included Stoney Creek Road and Forest Road, Canterbury Road, King Georges Road and Moorefield's Road. The assessment found that:
 - crashes were isolated incidents with no clusters identified; and
 - crashes were largely congestion related (rear end, lane change) and resulted in minor or non-casualty injuries.

Transport will continue to monitor safety across the road network.

5. Council consultation and feedback

In March 2022, Transport began consultation with five local councils, including The City of Canterbury Bankstown Council, Georges River Council, Bayside Council, Inner West Council and City of Sydney. Council staff were briefed on the findings of the review and were asked to provide feedback on all modes of travel along key corridors in the study area.

Councils were given three weeks to prepare their submissions. Each council, except City of Canterbury Bankstown, provided feedback on the review findings by using an interactive online mapping tool. Transport also provided a project email address to receive any additional data or feedback.

During this consultation, 84 responses in total were received from the councils. Key feedback included:

- concern for congestion on local roads due to toll avoidance;
- concern for pedestrian safety due to congestion and accessibility;
- request to improve active transport connections; and
- request to direct regional traffic to State Roads and to discourage use of Local Roads.

The feedback received was supportive of improving network performance on the adjoining local road network around the M8 Motorway and in some instances led to requests for The Review to include additional roads outside of the study area. Several comments were received expressing concern due to the increase in heavy vehicle traffic on local roads and rat running that was raising concerns for pedestrian safety.

Councils were given the opportunity to provide suggestions for improvements at each of the locations identified for further investigation. Some of the most common responses were requests to:

- restrict heavy vehicle use on local roads at peak times;
- investigate new pedestrian and cyclist links near schools;
- reduce speed limits and clearways;
- review tolling and provide toll relief for local residents;
- modify intersection operations on main roads to deter drivers from rat running on local roads. e.g. reduce turn lane length/capacity; and
- encourage traffic to travel on State Roads and roads identified as regional movement corridors, using directional road signage.

A review of motorway tolling or restricting heavy vehicle use of State Roads is outside the scope of this plan as a proposed mitigation at identified sites of impact. There is an independent Tolling Review taking place, led by Professor Allan Fels AO and Dr David Cousins AM, which is looking at the current tolling arrangements in NSW. This includes reviewing the impact those tolling arrangements may have on heavy vehicles and their use of Sydney's motorway network.

This plan acknowledges and notes that the \$60 toll cap and heavy vehicle rebate to be introduced by the NSW Government in 2024 will provide toll relief and have a positive impact on the surrounding road network. In particular, trucks travelling on the M5 East and M8 motorway, will receive a rebate for a third of their trip travelled.

Following the 2022 consultation period, a Preliminary M8 RNPRP was developed and shared with the councils for feedback between May and June 2023. This additional consultation period was designed to seek feedback on the review and inform how council's feedback from the 2022 consultation period had been incorporated into the Preliminary M8 RNRPP. Further information on this is provided in Section 5.1 or can be found in the M8 RNPRP Consultation Report.

5.1 Review of council submissions

This RNPRP has considered all feedback received from each council throughout the consultation period. Where data was available, council submissions requesting an analysis of additional roads were reviewed to determine if the proposed locations of concern were a direct result of the M8 Motorway opening. If the location met the criteria for the review as detailed in Section 5.2 it was further investigated.

The review analysed a total of 27 additional roads in response the councils' feedback. Roads requested for analysis include Broadarrow Road in Beverly Hills, Forest Road from Hurstville to Bexley, Preddys Road and Harrow Road in Bexley, West Botany Road at Rockdale, Mitchell Road and Swanson Street in Erskineville, Huntley Road in Alexandria and more. All roads reviewed are shown in Figure 4.

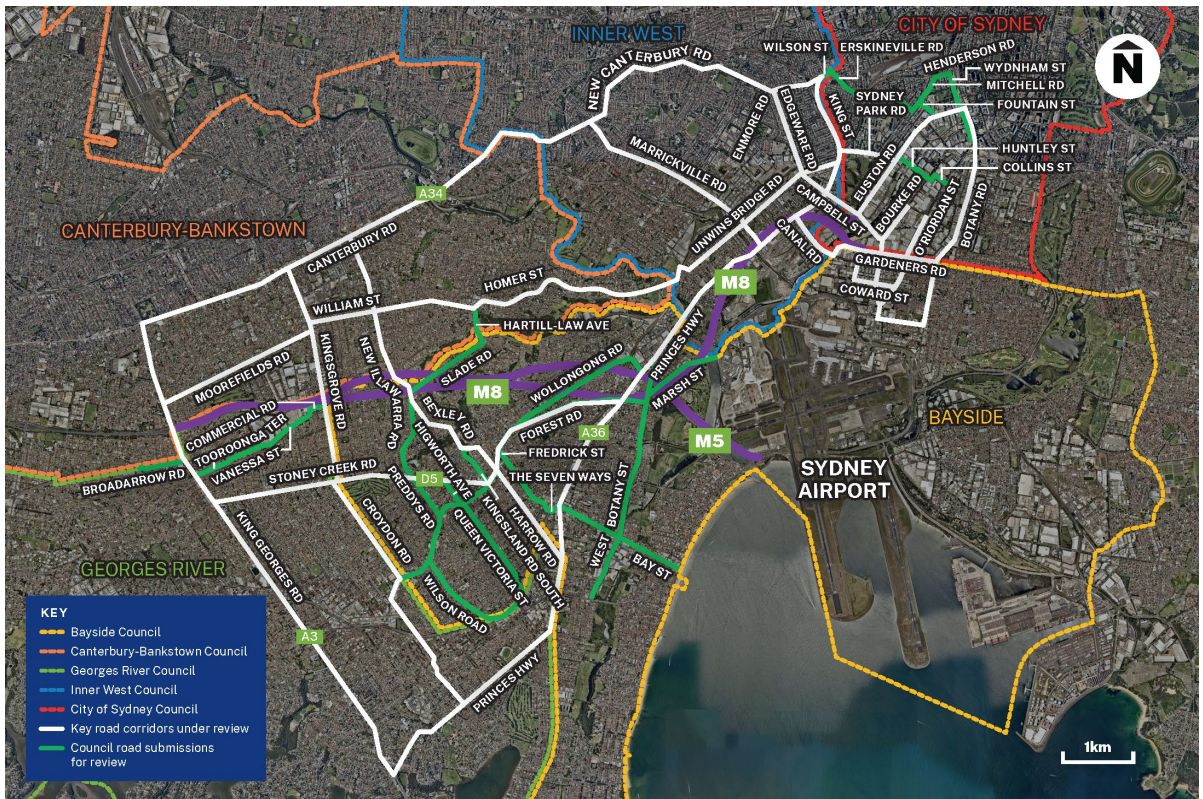


Figure 4: Study area with additional roads for analysis from Council submissions

Transport has provided councils with a response to each of their submissions. Key findings of reviews that were requested by councils are listed in Table 2.

Table 2: Key findings in response to council submissions

Theme	Overview of Council Comment	Transport response	Potential mitigation
Environment	Reporting Bexley Town Centre environment has become unappealing due to increase in traffic	The intersection of Stoney Creek Road, Forest Road and Kingsland Road is located at the Bexley Town Centre and is part of the M8 RNPRP study area. Through detailed analysis, this intersection has been identified as being impacted by the opening of the M8	Refer to Section 7 of this plan.

		Motorway. Refer to Section 6.1.2 of this plan.	
Active Transport	Request for Transport to continue developing the Wolli Creek (T8 Rail Line) and open space pedestrian and cyclist corridor.	Funding has been provided by the Get NSW Active Program to Bayside Council for the development of a feasibility study and options assessment for the upgrade of the T8 corridor from Bexley to Wolli Creek.	Does not meet study criteria for M8 RNPRP however these initiatives are being funded through another Transport program.
Freight	Request to assess impact of heavy vehicles on West Botany Road	Following the opening of the M8 Motorway there has been a decrease in heavy vehicle volumes on West Botany Road of 6 vehicles per hour in the AM peak and 1 vehicle per hour in the PM peak	N/A
Congestion and Freight	Reporting an increase in traffic volumes including an increase in heavy vehicles at Harrow Road	Traffic counts undertaken by Transport on Harrow Road reflects that heavy vehicle traffic has decreased by 50% when compared to 2015 traffic data provided by Bayside Council. Heavy vehicle volumes represent 1% of total traffic volumes on Harrow Road. While overall traffic volumes have increased on Harrow Road, an analysis of travel times shows that it does not meet the study criteria (decrease in speed of more than 5 km/h) for further analysis as part of the M8 RNPRP.	N/A
Congestion	Request to discourage traffic using local roads in City of Sydney	It is acknowledged that the suburbs of St Peters, Alexandria and Mascot have experienced changes to in road environment due to the opening of the M8 Motorway.	Transport is working with The City of Sydney and Inner West councils on the Sydney Park Junction project which will provide pedestrian, bicycle and safety improvements in St Peters. These changes will return space on local streets for the community to enjoy and encourage motorist use of State Roads.

			A review of directional road signage to be undertaken with an aim to direct vehicles to use State Roads where appropriate.
Environment	Reporting an increase in heavy vehicles using Salisbury Avenue due to congestion on Stoney Creek Road	Data provided by Bayside Council for Salisbury Road shows an approximate 40% increase in traffic volumes at this location following the opening of M8 Motorway.	To assist with easing congestion, install peak hour turn restrictions at the intersection of Salisbury Avenue and Stoney Creek Road.
Environment	Request to assess traffic impacts at Frederick Street and Seven Ways. Concern for environment at Rockdale Town Centre as well as bus operations.	The traffic volumes at this intersection have increased by 13% in the AM peak with a corresponding decrease in northbound traffic speed by 5 km/h on The Seven Ways.	Improvements to support public transport efficiency and access. Consider revision to speed limits at Rockdale Town Centre.

The feedback received has been used to refine and develop the M8 RNPRP and locations that meet the study criteria for mitigation are listed in Section 7 of this plan.

6. Traffic analysis

Traffic analysis was undertaken to capture the post opening performance of the intersections that met the review criteria. This involved intersections that experienced an increase in traffic volumes greater than five per cent and a decrease in speed of more than five kilometres per hour following the opening of the M8 Motorway. These locations are listed below and shown in Figure 5.

1. Stoney Creek Road, Kingsgrove Road and Croydon Road
2. Stoney Creek Road, Forest Road and Kingsland Road
3. Forest Road, Bexley Road and Harrow Road
4. Princes Highway, Wickham Street and Forest Road
5. Marsh Street and M5 Motorway Ramps
6. Princes Highway, The Seven Ways and Bay Street
7. Campbell Street, Bedwin Road, May Street and Unwins Bridge Road
8. Gardeners Road and Botany Road.

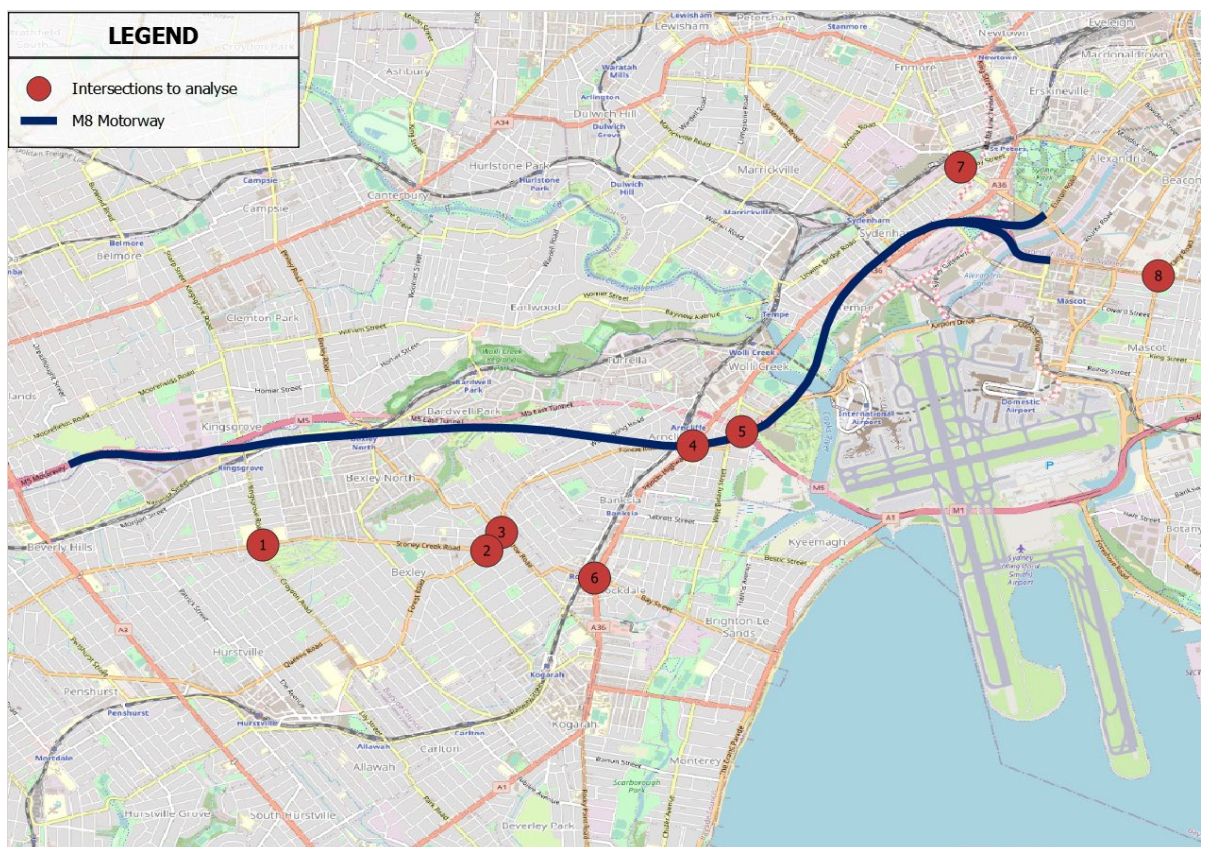


Figure 5: Intersections identified for traffic analysis

6.1 Stoney Creek Road and Forest Road Corridor

The first four intersections identified as being impacted are located along the Stoney Creek Road and Forest Road corridor, in the suburbs of Kingsgrove, Bexley and Arncliffe. This corridor was identified as experiencing an increase in heavy vehicle volumes, on average 28% in the AM peak period and 16% in the PM peak as well as a slower road environment post M8 Motorway opening. The performance of each intersection has been analysed and is detailed below.

6.1.1 Croydon Road, Stoney Creek Road and Kingsgrove Road

Croydon Road, Stoney Creek Road and Kingsgrove Road is an offset T-intersection comprising two signalised T-intersections with the Kingsgrove Road connection to the north and Croydon Road to the south. The two signalised intersections are coordinated. The site is located in the suburb of Kingsgrove and can be viewed in Figure 6. The M8 Motorway is located to the north.



Figure 6: Stoney Creek Road, Croydon Road and Kingsgrove Road signalised intersection (2021)

The site was chosen for an analysis of impact, as the intersection traffic volumes have increased by 10% and 13% in the AM and PM peaks respectively post-opening; travel speeds have also decreased by 5 km/h eastbound and 8 km/h westbound along Stoney Creek Road at this location in the PM peak.

Table 3 below summarises the performance of the intersection of Stoney Creek Road and Kingsgrove Road using traffic volumes from before and after M8 Motorway opening.

Table 3: Stoney Creek Road and Kingsgrove Road performance Pre and Post M8 Motorway opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Peak Period	AM	PM	AM	PM	AM	PM
Maximum Queue Length (m)	294.3	>500	394	> 500	+99.7	N/A
Average Delay Time (sec)	105.0	116.6	165.4	277.8	+60.4	+161.2
Degree of Saturation	1.2	1.5	1.3	1.5	+0.1	0

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	Intersection Level of Service	F	F	F	F	N/A

Table 4 below summarises the performance of Stoney Creek Road and Croydon Road using traffic volumes pre and post M8 Motorway opening.

Table 4: Stoney Creek Road and Croydon Road performance Pre and Post M8 Motorway opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Peak Period	AM	PM	AM	PM	AM	PM
Maximum Queue Length (m)	>500	>500	> 500	> 500	N/A	N/A
Average Delay Time (sec)	197.1	101.9	224.5	171.6	+27.4	+69.7
Degree of Saturation	1.6	1.2	1.7	1.6	+0.1	+0.3
Intersection Level of Service	F	F	F	F	N/A	N/A

The analysis indicates that the increased traffic volumes along the Stoney Creek Road corridor post M8 Motorway opening has worsened intersection performance. While the site was already saturated pre-opening, this has deteriorated further due to the increase in demand, which causes issues for traffic attempting to enter the corridor from the side roads of Croydon Road and Kingsgrove Road. Heavy vehicle volumes at this site have risen by 38% in the AM peak. As a result, the site continues to perform at a LoS F with increased queue lengths and vehicle delays post-opening. Delay times reach 3 minutes and 45 seconds in the AM peak and 2 minutes and 52 seconds in the PM peak.

Future potential improvements and mitigation measures for this intersection are discussed in Section 7 of this RNPRP.

6.1.2 Forest Road, Stoney Creek Road and Kingsland Road

Forest Road, Stoney Creek Road and Kingsland Road is a three-way signalised intersection, operating with three phases. The intersection is located in the suburb of Bexley and can be viewed in Figure 7. The intersection is located south of the M8 Motorway.



Figure 7: Forest Road, Stoney Creek Road and Kingsland Road signalised intersection (2021)

The site was chosen for an analysis of impact as intersection traffic volumes increased by 10% in the AM peak and 14% in the PM peak, while speeds decreased by 8 km/h eastbound along Stoney Creek Road in the AM peak and decreased by 8 km/h southbound along Forest Road in the PM peak.

Table 5 below summarises the performance of the intersection using traffic volumes pre and post M8 Motorway opening.

Table 5: Forest Road, Stoney Creek Road and Kingsland Road performance Pre and Post M8 Motorway Opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Peak Period	AM	PM	AM	PM	AM	PM
Maximum Queue Length (m)	150	>500	284	310	+160	N/A
Average Delay Time (sec)	31.1	105.2	42.0	31.6	+10.9	-73.6

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	Degree of Saturation	0.9	1.3	1.0	0.9	+0.1
Intersection Level of Service	C	F	C	C	N/A	N/A

Following the opening of the M8 Motorway, the analysis indicates that the Forest Road, Stoney Creek Road and Kingsland Road signalised intersection operates satisfactorily, performing at LoS C in both the AM and PM peaks.

The PM peak has seen a significant reduction in queue lengths and vehicle delay, and improved intersection performance when comparing pre-and post-opening volumes.

The performance of the intersection operating worse than a LoS C may be due to the high degree of saturation which is an indicator of congestion and the increase in heavy vehicle volumes which creates a slower road environment. The delay experienced by vehicles, which determines level of service, is however minimal due to optimised signal phasing, particularly for the Stoney Creek Road approach, which only experiences an average delay time of 28.3 seconds in the AM peak period.

6.1.3 Forest Road, Bexley Road and Harrow Road

Forest Road, Bexley Road and Harrow Road is a four-way signalised intersection operating with three phases. The intersection is located in the suburb of Bexley and can be viewed in Figure 8. It is located south of the M8 Motorway.



Figure 8: Forest Road, Bexley Road and Harrow Road signalised intersection (2021)

The site was chosen for an analysis of impact due to travel speeds decreasing by 5 km/h southbound along Bexley Road and by 9 km/h northbound along Forest Road in the AM peak, while speeds northbound along Harrow Road decreased by 5 km/h in the PM peak. It is noted that this intersection is in close proximity to the town centre.

Table 6 summarises the performance of the intersection using traffic volumes pre and post M8 Motorway opening.

Table 6: Forest Road, Bexley Road and Harrow Road performance Pre and Post M8 Motorway Opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Peak Period	AM	PM	AM	PM	AM	PM
Maximum Queue Length (m)	195	223	149	206	-46	-17
Average Delay Time (sec)	36.4	38.3	34.1	31.8	-2.3	-6.5
Degree of Saturation	0.9	0.9	0.9	0.7	0	-0.2

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	Intersection Level of Service	C	C	C	C	N/A

Following the opening of the M8 Motorway, the analysis indicates that the Forest Road, Bexley Road and Harrow Road signalised intersection operates satisfactorily, performing at LoS C in both the AM and PM peaks with no apparent increase in vehicle delays post-opening, despite the above noted decrease in travel speed in the PM peak.

The satisfactory performance of this intersection can be attributed to the introduction of a right turn ban at Bexley Road turning into Forest Road in February 2020, which was introduced as a measure to ease congestion and delay at this intersection before the M8 Motorway opened. These results indicate that Transport’s upgrade was successful in supporting the increased traffic volumes associated with the M8 Motorway opening. No further investigation at this intersection is required as the intersection operates at a satisfactory level of service.

6.1.4 Princes Highway, Wickham Street and Forest Road

Princes Highway, Wickham Street and Forest Road is a four-way signalised intersection operating with four phases. The intersection is located in the suburb of Arncliffe and can be viewed in Figure 9. The intersection is situated above a portion of the M8 Motorway tunnel.



Figure 9: Princes Highway, Wickham Street and Forest Road signalised intersection (2021)

The site was chosen for further analysis, as traffic volumes increased by 15% and 6% in the AM and PM peaks respectively, while travel speeds decreased by 8 km/h eastbound along Forest Road and by 6 km/h southbound along the Princes Highway in the AM peak.

Table 7 below summarises the performance of the intersection using traffic volumes pre and post M8 Motorway opening.

Table 7: Princes Highway, Wickham Street and Forest Road performance Pre and Post M8 Motorway Opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Peak Period	AM	PM	AM	PM	AM	PM
Maximum Queue Length (m)	>500	310.8	281.0	261.5	N/A	-49.3
Average Delay Time (sec)	76.3	51.3	47.1	47.5	-29.2	-3.8
Degree of Saturation	1.2	0.9	1.0	0.9	-0.2	0
Intersection Level of Service	F	D	D	D	N/A	N/A

An existing peak hour right turn ban was extended to a 24 hour ban from Forest Road into Princes Highway in February 2020. This was introduced as a measure to ease congestion and delay at this intersection before the M8 Motorway opened.

Following the opening of the M8 Motorway, the analysis indicates that the Princes Highway, Wickham Street and Forest Road signalised intersection has improved from LoS F to LoS D in the AM peak. In the PM peak, the intersection operates at LoS D pre and post M8 opening. The intersection's performance has not deteriorated post M8 Motorway opening, as vehicle delay times have improved in the AM peak and stayed relatively constant in the PM peak. Furthermore, queue lengths have significantly reduced compared to pre-opening. Therefore, the opening of the M8 Motorway does not appear to have diminished the operation of this intersection and further investigation at this site is not recommended.

6.2 Marsh Street and M5 Motorway Ramps

Marsh Street and M5 Motorway Ramps is a four-way signalised intersection operating with five phases. The intersection is located in the suburb of Arncliffe and can be viewed in Figure 10. The intersection is situated above a portion of the M5 Motorway tunnel.

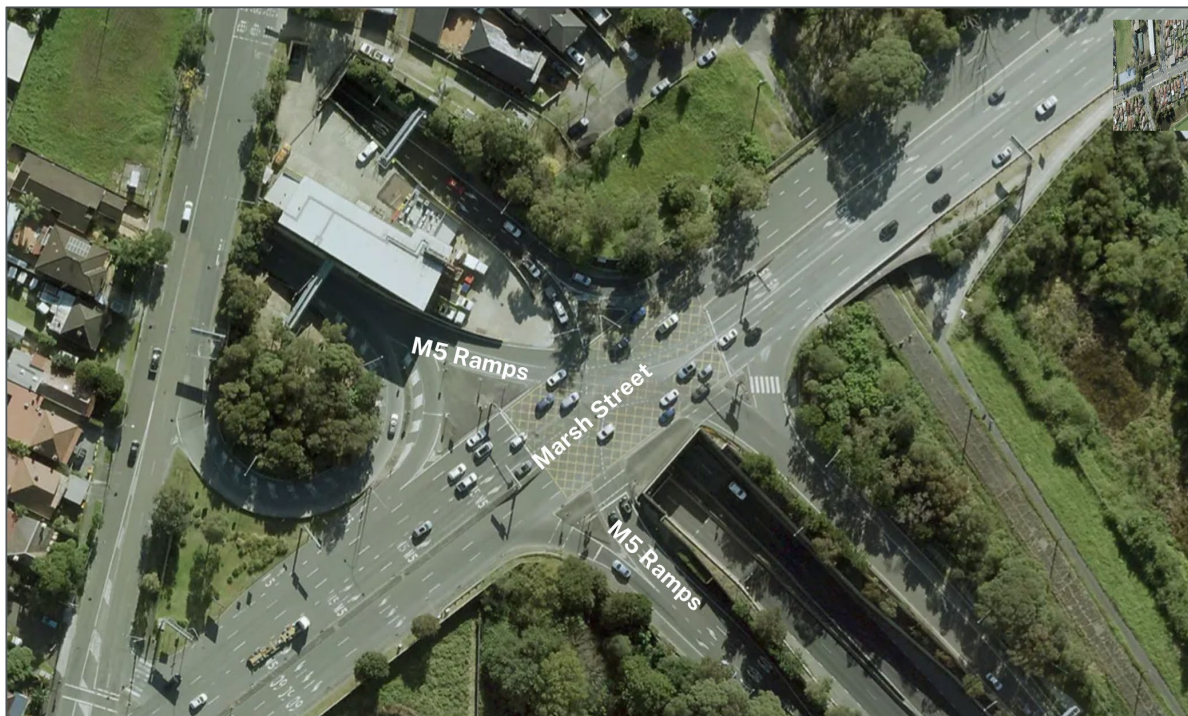


Figure 10: Marsh Street and M5 Motorway Ramps signalised intersection (2021)

The intersection was chosen for further analysis, as traffic volumes increased by 18% in the AM peak and 16% in the PM peak, while speeds decreased by 6 km/h westbound along Marsh Street in the AM peak.

Table 8 below summarises the performance of the intersection using traffic volumes pre and post M8 Motorway opening.

Table 8: Marsh Street and M5 Motorway Ramps performance Pre and Post M8 Motorway Opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Peak Period	AM	PM	AM	PM	AM	PM
Maximum Queue Length (m)	>500	310.8	281.0	261.5	N/A	-49.3
Average Delay Time (sec)	76.3	51.3	47.1	47.5	-29.2	-3.8
Degree of Saturation	1.2	0.9	1.0	0.9	-0.2	0
Intersection Level of Service	F	D	D	D	N/A	N/A

Following the opening of the M8 Motorway, the analysis indicates that the Marsh Street and M5 Motorway Ramps signalised intersection operates satisfactorily in the AM peak, performing at LoS C. In the PM peak, the performance at the intersection improves from LoS F to LoS E.

In the AM peak, the intersection experiences a significant decrease in queue lengths and a slight decrease in vehicle delay times following the opening of the M8 Motorway. While the analysis highlights that the intersection is still oversaturated in the post-opening PM peak, volumes have decreased westbound along Marsh Street, which has improved congestion along this approach. Further investigation at this site is discussed in Section 7 of this plan.

6.3 Princes Highway, The Seven Ways and Bay Street

Princes Highway, The Seven Ways and Bay Street is a four-way signalised intersection operating with four phases. The intersection is located in the suburb of Rockdale and can be viewed in Figure 11. The intersection is located south of the M8 Motorway.



Figure 11: Princes Highway, The Seven Ways and Bay Street signalised intersection (2021)

The intersection was chosen for further analysis as traffic volumes increased by 6% in the AM peak, while speeds decreased by 5 km/h along The Seven Ways in the AM peak.

Table 9 summarises the performance of the intersection using traffic volumes pre and post M8 Motorway opening.

Table 9: Princes Highway, The Seven Ways and Bay Street performance Pre and Post M8 Motorway Opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Peak Period	AM	PM	AM	PM	AM	PM

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
Maximum Queue Length (m)	225	290	259	279	+34	-11
Average Delay Time (sec)	35.8	35.4	35.2	34.4	-0.6	-1.0
Degree of Saturation	0.9	0.7	0.8	0.7	-0.1	0
Intersection Level of Service	C	C	C	C	N/A	N/A

Following the opening of the M8 Motorway, traffic analysis indicates that the Princes Highway, The Seven Ways and Bay Street signalised intersection operates satisfactorily, performing at LoS C in both the AM and PM peaks. The intersection experiences relatively consistent queue lengths and vehicle delay times when comparing pre-and post-opening volumes.

6.4 Campbell Street, Bedwin Road, May Street and Unwins Bridge Road

Campbell Street, Bedwin Road, May Street and Unwins Bridge Road is a four-way signalised intersection operating with four phases. The intersection is located in the suburb of St Peters. The St Peters Interchange ramps of the M8 are located to the south-east of this intersection.

The intersection was improved by Transport prior to the opening of the M8 Motorway, along with other intersections in the St Peters and Mascot region. The changes of the intersection layout pre and post M8 opening can be compared in Figure 12 and Figure 13, highlighting the substantial upgrades implemented to support the opening of the M8 Motorway.



Figure 12: Campbell Street, Bedwin Road, May Street and Unwins Bridge Road signalised intersection pre M8 opening



Figure 13: Campbell Street, Bedwin Road, May Street and Unwins Bridge Road signalised intersection post M8 opening

The intersection was chosen for further analysis since traffic volumes increased by 25% and 7% in the AM and PM peaks respectively, while travel speeds decreased by 5 km/h southbound along Bedwin Road in the PM peak.

Table 10 below summarises the performance of the intersection using traffic volumes post M8 Motorway opening. No pre-opening comparisons were made due to significant lane geometry

changes at this intersection as a result of the M8 Motorway upgrades to Euston Road and Campbell Road.

Table 10: Campbell Street, Bedwin Road, May Street and Unwins Bridge Road performance Post M8 Motorway Opening

Performance metrics	Post M8 Opening	
Peak Period	AM	PM
Maximum Queue Length (m)	324	326
Average Delay Time (sec)	36.1	36.5
Degree of Saturation	0.892	0.859
Intersection Level of Service	C	C

Following the opening of the M8 Motorway, the analysis indicates that the Campbell Street, Bedwin Road, May Street and Unwins Bridge Road signalised intersection operates satisfactorily, performing at LoS C in both the AM and PM peaks, despite the above noted increase in traffic volumes and the decrease in travel speeds. These results indicate that Transport’s upgrade was successful in supporting the increased traffic volumes associated with the M8 Motorway opening. No further investigation at this intersection is required.

6.5 Gardeners Road and Botany Road

Gardeners Road and Botany Road is a four-way signalised intersection operating with four phases. The intersection is located in the suburb of Mascot and can be viewed in Figure 14. The intersection is situated to the east of the M8 Motorway ramps at St Peters Interchange.



Figure 14: Gardeners Road and Botany Road signalised intersection (2021)

The intersection was chosen for further analysis since traffic volumes increased by 19% in the AM peak and 13% in the PM peak, while speeds decreased by 5 km/h northbound along Botany Road in the AM peak.

Table 11 summarises the performance of the intersection using traffic volumes pre and post M8 Motorway opening.

Table 11: Gardeners Road and Botany Road performance Pre and Post M8 Motorway Opening

Performance metrics	Pre M8 Opening		Post M8 Opening		Difference	
	AM	PM	AM	PM	AM	PM
Maximum Queue Length (m)	471	202	280	222	-191	+20
Average Delay Time (sec)	63.9	38.7	46.5	41.3	-17.4	+2.6
Degree of Saturation	1.0	0.8	0.9	0.9	-0.1	+0.1
Intersection Level of Service	E	C	D	C	N/A	N/A

Following the opening of the M8 Motorway, the analysis indicates that the Gardeners Road and Botany Road signalised intersection operates satisfactorily, performing at LoS D in the AM peak and LoS C in the PM peak. The intersection’s performance in the AM peak has improved significantly, with improved saturation levels and decreased queue lengths for northbound traffic along Botany Road. These results indicate that Transport’s upgrades at Mascot, delivered in October 2020, were successful in supporting the expected increase in traffic volumes associated with the opening of the M8 Motorway. No further investigation at this intersection is required.

7. Potential mitigations and delivery priority

The potential mitigation measures outlined below in Table 12 have a common objective to mitigate the network impact following completion of the M8 Motorway. The mitigations have been developed using desktop assessments and therefore are unable to consider the various constraints of each site in their entirety. Transport will carry out further assessments and site investigations to confirm the feasibility of these mitigations. The potential mitigations will be developed with respect to TfNSW policies and consideration of all road users.

Table 12: Potential mitigation measures at impacted intersections and their delivery priority

Site	Name	Problem Definition	Potential mitigation	Benefit and timeframe
1	Stoney Creek Road and Kingsgrove Road	Vehicles on side roads unable to enter the Stoney Creek Road corridor.	Traffic efficiency and capacity improvements for side streets.	End 2024
	Stoney Creek Road and Croydon Road		Explore opportunities to improve active transport to local schools at location	
2	Stoney Creek Road, Forest Road and Kingsland Road	High levels of congestion at Bexley Town Centre	Place making (options to consider parking and accessibility) and pedestrian safety at Bexley Town Centre.	Mid 2025
3	Forest Road, Bexley Road and Harrow Road	Intersection performs at a reasonable level of service.	A right turn ban was installed in February 2020 on Bexley Road to ease congestion and delays. No further mitigation required.	Improvements to ease congestion and delays at intersection completed in February 2020
4	Princes Highway, Wickham Street and Forest Road	Intersection performs at a reasonable level of service.	A right turn ban was installed in February 2020 on Forest Road to ease congestion and delays. No further mitigation required.	Improvements to ease congestion and delays at intersection completed in February 2020
5	Marsh Street and M5 Ramps	Poor level of service in the PM peak, and high levels of congestion at the intersection.	Traffic efficiency improvements.	Mid 2024
6	Princes Highway, The Seven Ways and Bay Street	Intersection performs at a satisfactory level of service.	No proposed mitigation.	N/A

7	Campbell Street, Bedwin Road, May Street and Unwins Bridge Road	Capacity issues which have been addressed through Transport's upgrades to this intersection.	Traffic efficiency and capacity improvements.	Improvements to intersection capacity, efficiency and active transport connections. Upgrade completed in February 2020.
8	Gardeners Road and Botany Road	Congestion and capacity issues have been addressed through Transport's Mascot at Grade project.	Traffic efficiency and capacity improvements.	Improvements to intersection capacity and efficiency provided through the Mascot At Grade project. Completed in October 2020.
Council submission	Request to discourage traffic using local roads in City of Sydney	It is acknowledged that the suburbs of St Peters, Alexandria and Mascot have experienced changes to in road environment due to the opening of the M8 Motorway.	A review of directional road signage to be undertaken with an aim to direct vehicles to use State Roads where appropriate.	Mid 2024
Council submission	Salisbury Avenue and Stoney Creek Road	Data provided by Bayside Council for Salisbury Road shows an approximate 40% increase in traffic volumes at this location following the opening of M8 Motorway.	To assist with easing congestion, install peak hour turn restrictions at the intersection of Salisbury Avenue and Stoney Creek Road.	Mid 2024
Council submission	Frederick Street, Railway Street and The Seven Ways	Request to assess traffic impacts at Frederick Street and Seven Ways. Concern for environment at Rockdale Town Centre as well as bus operations.	Improvements to support public transport efficiency and access. Consider revision to speed limits at Rockdale Town Centre.	Early 2027

Further investigation and planning is required to improve Transport's understanding of the likely impacts, cost and feasibility of the proposed mitigation measures before a decision is made regarding the priority and delivery of works.

Engagement with the Department of Planning and Environment and local councils have been undertaken in preparation of this plan. Community consultation will take place during the standard project planning and investigation phase before mitigations are approved.

8. Summary and Conclusion

Sites for potential mitigation and locations of completed mitigation are identified in Figure 15.

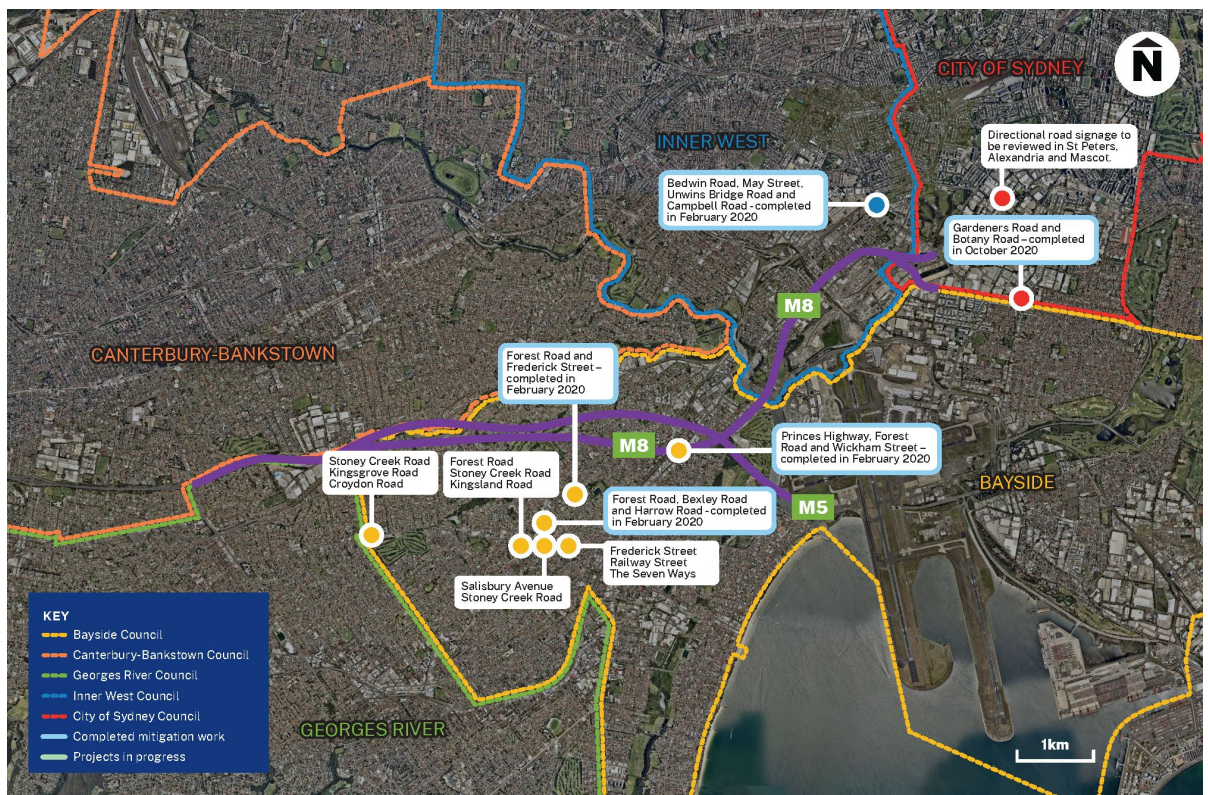


Figure 15: Identified sites for potential mitigation

Mitigations being considered to address impacts resulting from the M8 Motorway opening are detailed in Section 7 and are summarised below:

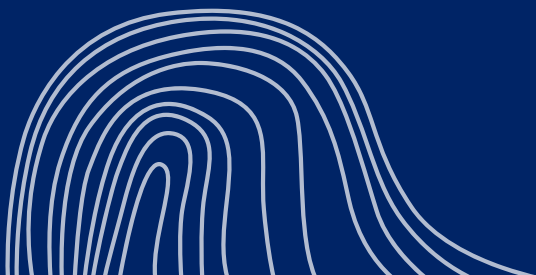
1. Traffic efficiency and capacity improvements for side streets at the Stoney Creek Road and Kingsgrove Road, and Stoney Creek Road and Croydon Road intersections
2. Opportunities to improve active transport connectivity to local schools near the Stoney Creek Road and Kingsgrove Road, and Stoney Creek Road and Croydon Road intersections
3. Placemaking and pedestrian safety improvements to mitigate high congestion levels at the Stoney Creek Road, Forest Road and Kingsland Road intersection and the Bexley Town Centre
4. Traffic efficiency improvements at the Marsh Street and M5 Ramps intersection to alleviate congestion
5. A review of directional road signage at St Peters, Alexandria and Mascot with an aim to encourage vehicles to use State Roads where appropriate
6. Opportunities to calm traffic on Salisbury Avenue through implementing turn restrictions during peak periods
7. Public transport and access improvements at the intersection of Fredrick Street, Railway Street and The Seven Ways and consider revision of speed limits at the Rockdale Town Centre

Further investigation and planning are required by Transport to further understand likely impacts, costs and the feasibility of the above mitigation measures before a decision regarding priority and delivery of the proposed mitigation is made.

Additionally, the completed upgrades already implemented by Transport have been effective in addressing the increased traffic volumes associated with the M8 Motorway. These improvements were:

1. Upgrades completed in February 2020 to improve intersection capacity, efficiency, and active transport connections at the intersection of Campbell Street, Bedwin Road, May Street and Unwins Bridge Road
2. The Mascot At-Grade upgrades completed in October 2020 to improve intersection capacity and efficiency at the Gardeners Road and Botany Road intersection
3. Turn bans implemented in February 2020 at three intersections in Bexley and Arncliffe to ease congestion and delays.

As per the Planning Condition of Approval E40, 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, 5 years post-opening of the M8 Motorway.



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