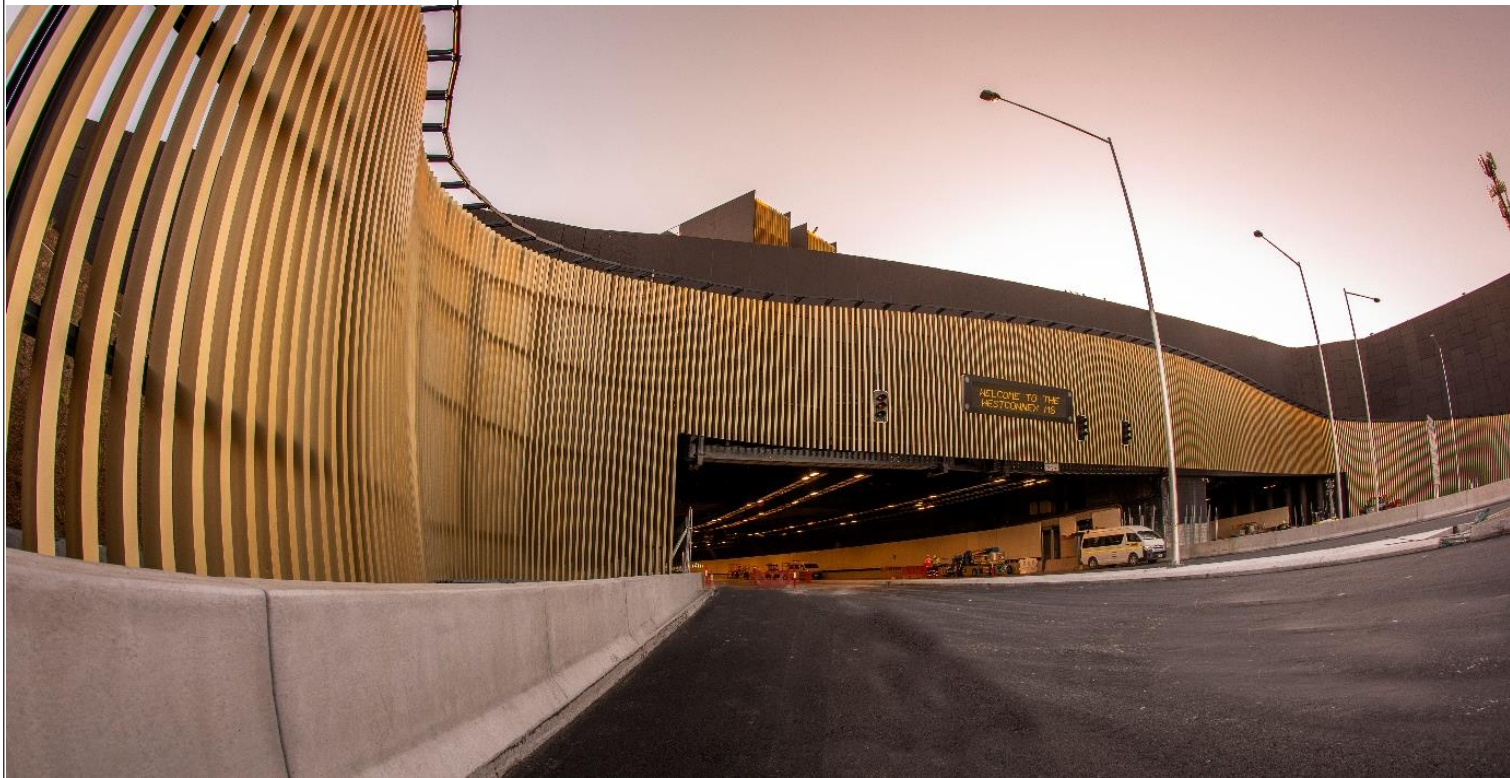


Transport
for NSW

M8 Road Network Performance Review Plan Consultation Report

October 2023



M8 Road Network Performance Review Plan Consultation



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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.

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| 2 | Updated based on Council feedback – July 2023 |
| 3 | Updated based on further Council feedback – August 2023 |

Executive summary

The WestConnex M8 Motorway (M8 Motorway) opened on Sunday, 5 July 2021 and provides 9-kilometre twin tunnels from the M5 East at Kingsgrove to the St Peters Interchange at St Peters. The M8 Motorway connects to the extensions of the M4 and M8 and will connect to the Airport and Port Botany via Sydney Gateway (expected to open in 2024), as well as the future connection to south Sydney via the M6 (Stage 1 expected to open to traffic in 2025).

Transport for NSW (Transport) is required to prepare a M8 Road Network Performance Review Plan (M8 RNPRP) at 12 months and five years post opening, as part of the Minister's Conditions of Approval for the M8 Motorway. The M8 RNPRP is developed to understand where adjoining road networks may have been impacted by the M8 Motorway opening and identify potential mitigation measures.

From March to April 2022, Transport began consultation on the M8 RNPRP with City of Canterbury Bankstown, Georges River Council, Bayside Council, Inner West Council and the City of Sydney Council. Council staff were briefed on the findings from the review and asked to provide feedback on community experiences in using all modes of travel on key corridors within the study area. Councils were also given the opportunity to provide feedback on the performance of the local road network since the opening of the M8 Motorway, 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. 84 responses were received during the consultation period.

Key themes from councils' feedback included general support for a road network review, safety concerns due to a perceived increase in traffic on local roads, referred to as 'rat running', and requests to include local roads in the study area as part of the M8 RNPRP. Councils were also 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 on the M8 RNPRP was carried out between May 2023 and June 2023. Council feedback included comments on the methodology and scope of the M8 RNPRP, as well as feedback regarding increased traffic congestion perceived as a result of toll avoidance, and an increase in heavy vehicles on local roads.

The feedback received in both consultation periods has been considered in the development of the Final M8 RNPRP. The Final M8 RNPRP has been submitted to the Department of Planning and Environment (DPE). Any relevant mitigation measures suggested in the Final M8 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 |
| LGA | Local Government Area |
| RNPRP | Road Network Performance Review Plan |

2. Related policy and supporting information

- M8 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 M8 Road Network Performance Review Plan Consultation Report (this report) summarises consultation carried out by Transport with local councils on the M8 Road Network Performance Review Plan (M8 RNPRP).

This report provides an overview of:

- the Final M8 RNPRP including study area, research 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 M8 RNPRP
- next steps.

3.2 M8 Road Network Performance Review Plan

The M8 RNPRP has been developed to assess the impact of the WestConnex M8 Motorway on key road corridors that run parallel, perpendicular or interface with entry and exit points to the new motorway.

The M8 RNPRP has been prepared to address Condition E40 and E41, which forms part of the Conditions of Approval (CoA) for the M8 Motorway and states the following:

- *E40 CoA - 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*
- *E41 CoA - 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.*

The aim of the M8 RNPRP is to assess the impacts of the M8 on the performance and safety of the adjoining road network. This is done by comparing the performance and safety indicators of the surrounding road prior to opening, as well as a review of the network performance 12 months following the opening.

The M8 RNPRP also identifies potential mitigation measures to improve impacted locations and support the integration of the M8 into the broader transport network. The M8 RNPRP provides more information about the potential mitigation measures in Section 6.

3.2.1 Study area

The study area for the M8 RNPRP, shown in Figure 1, includes key road corridors that run parallel, perpendicular or interface with entry and exit points to the M8 Motorway. These locations have been assessed for impacts based on data collected before and after the motorway opened.

This study area includes:

- roads specified for inclusion in the study within the M8 Motorway Conditions of Approval
- adjoining roads that could be used as 'rat runs' to access the M8 Motorway
- King Georges Road and adjoining roads that interface with St Peters Interchange.

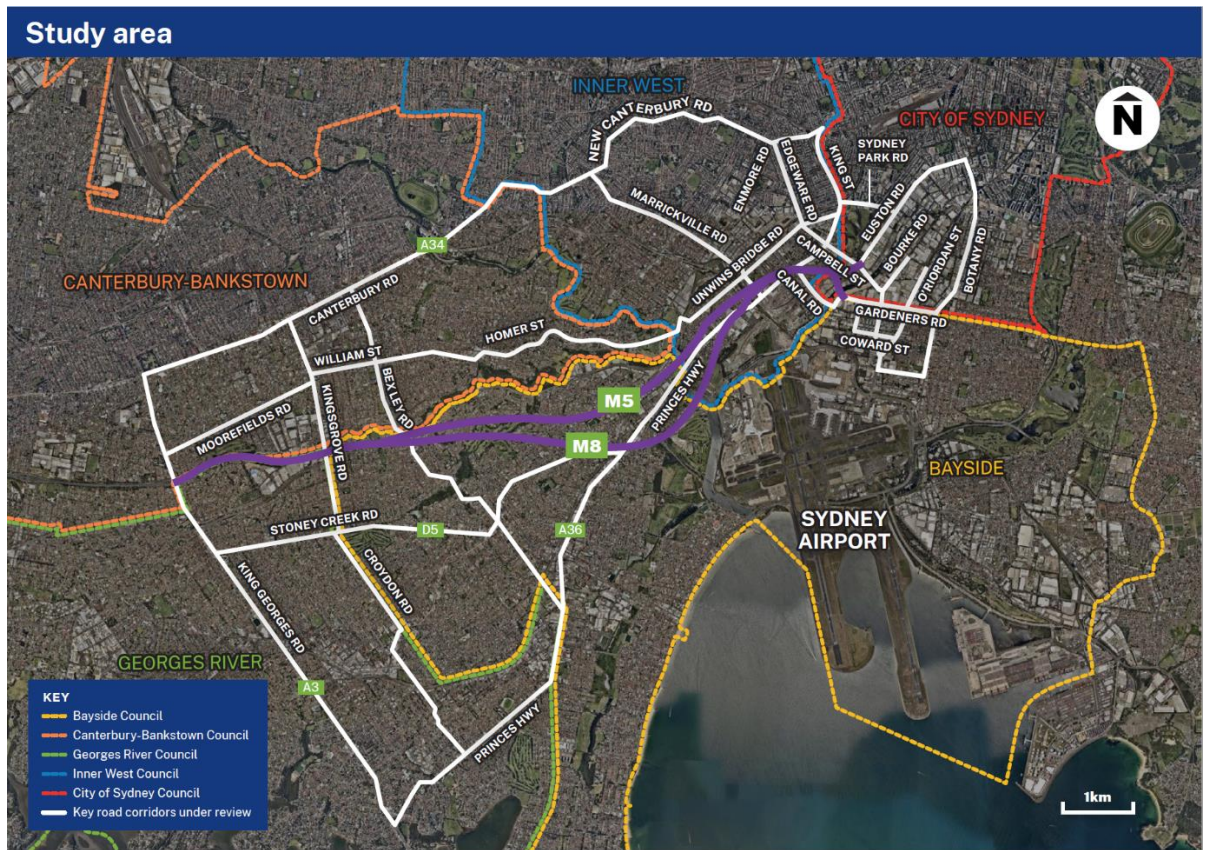


Figure 1 M8 RNPRP study area

3.2.2 Methodology

The M8 RNPRP has been developed by comparing traffic volumes before and after the opening of the M8 Motorway, from June 2020 to June 2021 on roads identified in the study area.

In August 2020, COVID-19 lockdowns and work-from-home orders influenced traffic volumes. Public transport use and active transport were also significantly influenced by COVID-19 and not included in the M8 RNPRP for analysis.

Transport adopted traffic assessment criteria of five per cent traffic growth and a corresponding 5km/h decrease in traffic speed when comparing pre and post opening traffic data. Where the change was less than the criteria, it was assessed as being within normal traffic conditions. Where the change was equal to or greater than the traffic criteria, and there were no other underlying causes, for example land use changes or other Transport projects, it was deemed as impacted by the M8 Motorway opening. Identified locations of impact were analysed in more detail for potential mitigation measures.

A safety analysis of crash data covering one year before and after M8 Motorway opening and one year post M8 Motorway opening was also undertaken to identify any safety issues or crash trends.

3.2.3 Key findings

Key findings from the M8 RNPRP include:

- The opening of the M8 Motorway has doubled the capacity of the M5 East Tunnels, saving motorists about 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.

4. Consultation objectives and methodology

4.1 Consultation objectives

The consultation was designed to seek feedback regarding the impact of the M8 Motorway on the adjoining road network. This feedback was sought from five councils: Georges River Council, City of Canterbury Bankstown Council, Inner West Council, Bayside Council and the City of Sydney Council.

Transport's consultation objectives were to:

- outline the scope and methodology of the M8 RNPRP
- present findings of analysis and locations identified for further investigation
- seek feedback from councils on how their community have been impacted by the opening of the M8 Motorway
- discuss potential mitigations to improve the transport network at impacted locations.

4.2 Consultation method

Consultation was carried out over two periods:

- **initial consultation March 2022 – April 2022:** councils were presented with the data and key findings for their local government area and were provided an opportunity to comment
- **additional consultation May 2023 – June 2023:** councils were given another opportunity to provide feedback on the Preliminary M8 RNPRP.

Transport adopted a three-step approach to council engagement for the purpose of the M8 RNPRP.

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

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.

Step 3: a Preliminary M8 RNPRP was prepared and shared with each council for further comments and discussion.

Following this, all council feedback was incorporated into the Final M8 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 was dropped, two key questions were asked of the respondent:

1. How was this a direct result of the M8 Motorway?
2. What would be your suggestion for improvement?

There was also additional space for further comments.

The mapping tool was available on the Bang the Table website (Figure 2) for three weeks, following the briefing. A total of 84 engagement responses were received across all five maps. The table below (

Table 1) presents the number of comments made for each theme.

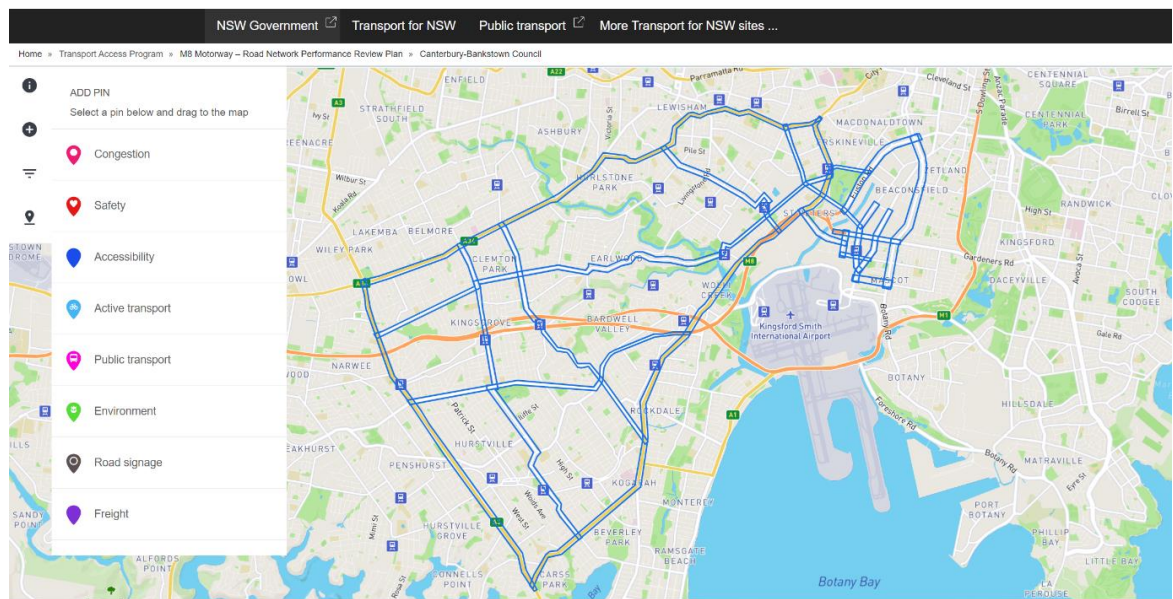


Figure 2 M8 RNRP Bang the Table

Table 1 Bang the Table comments register

| Theme | Georges River Council | City of Canterbury Bankstown | Inner West Council | Bayside Council | City of Sydney Council |
|------------------|-----------------------|------------------------------|--------------------|-----------------|------------------------|
| Safety | 7 | 0 | 9 | 5 | 8 |
| Congestion | 2 | 0 | 4 | 7 | 6 |
| Accessibility | 2 | 0 | 0 | 4 | 0 |
| Active transport | 4 | 0 | 1 | 4 | 1 |
| Public transport | 0 | 0 | 0 | 1 | 0 |
| Environment | 0 | 0 | 3 | 9 | 0 |
| Road signage | 0 | 0 | 0 | 0 | 3 |
| Freight | 0 | 0 | 1 | 3 | 0 |
| Subtotal | 15 | 0 | 18 | 33 | 18 |
| Total | | | | | 84 |

5. What we heard

5.1 Initial consultation period: March to April 2022

Council feedback has shown a great amount of support for improving network performance in local government areas. The key themes of concern from all councils included congestion, safety and active transport. More specifically, some councils reported an increase in general traffic on some roads, perceived to be due to toll avoidance as well as the need for better pedestrian and cyclist connectivity.

An overview of the feedback received from each council can be found below. Please note that the City of Canterbury Bankstown Council did not provide any feedback during the 2022 consultation period.

Key feedback from councils:

“Sydney Park Junction will improve safety & access here, and provide 'protection' for King Street by diverting traffic along Campbell St / Rd and Euston Rd.”

- Inner West Council

“Traffic through the intersections of Fountain St / Mitchell Rd and Copeland St / Mitchell Rd has increased (state road route), causing congestion that encourages drivers to seek alternate routes along local roads.”

- City of Sydney

“Council has received a number of concerns from parents at Kingsgrove High School regarding increased traffic congestion during peak times due to the increase of heavy vehicles on Stoney Creek Road.”

- Georges River Council

“Stoney Creek Road, residents from adjoining residential streets claiming motorists using them as shortcuts to avoid traffic congestion along Stoney Creek Road.”

- Bayside Council

5.1.1 Georges River Council

Georges River Council made 15 comments on their Bang the Table map under the themes of safety, congestion, accessibility, and active transport. The most common response included concern for pedestrian access and safety near schools as well as a request for new and improved active transport connections. An overview of the comments is provided in Table 2. The study area for Georges River Council is shown in Figure 3.

Table 2 Georges River Council comments

| Theme | Number of comments | Overview of comments |
|--------|--------------------|---|
| Safety | 7 | <ul style="list-style-type: none"> Concern for pedestrian safety at Kingsgrove High School, located at |

| Theme | Number of comments | Overview of comments |
|------------------|--------------------|--|
| | | <p>Kingsgrove Road and Stoney Creek Road, Kingsgrove</p> <ul style="list-style-type: none"> • Concern for safety near schools due to traffic speeds and volumes, located at Cronulla Street, Hurstville • Concern for pedestrian safety at Beverly Hills Girls High School, located at King Georges Road • Concern for pedestrian safety near Beverly Hills Girls Primary School, located at King Georges Road • Concern for pedestrian safety near Carlton South Public School, located at Princes Highway • Concern for pedestrian safety near St Georges Girls High School, located at Harrow Road • Concern for pedestrian safety at Arkana College due to traffic volume, located at Stoney Creek Road. |
| Congestion | 2 | <ul style="list-style-type: none"> • Concern for an increase in heavy vehicle traffic on Stoney Creek Road, near Kingsgrove High School • Concern for traffic congestion on King Georges Road, near Edgbaston Road, Beverly Hills. |
| Accessibility | 2 | <ul style="list-style-type: none"> • Request for pedestrian bridge over Forest Road for school children due to increased traffic volumes at Forest Road • Request for pedestrian crossing/signalised crossing outside Kogarah Public School. |
| Active transport | 4 | <ul style="list-style-type: none"> • Request for more active transport connections • Concern for lack of cycleways travelling south on Princes Highway and King Georges Road – current detour around Todd Park is not convenient • Reporting that council is investigating ways to improve active transport infrastructure from local schools in Hurstville to commercial centres, train stations and parks • Concern for safety on existing active transport links along state roads. |
| Public transport | 0 | No pins were dropped. |
| Environment | 0 | No pins were dropped. |
| Road signage | 0 | No pins were dropped. |

| Theme | Number of comments | Overview of comments |
|---------|--------------------|-----------------------|
| Freight | 0 | No pins were dropped. |

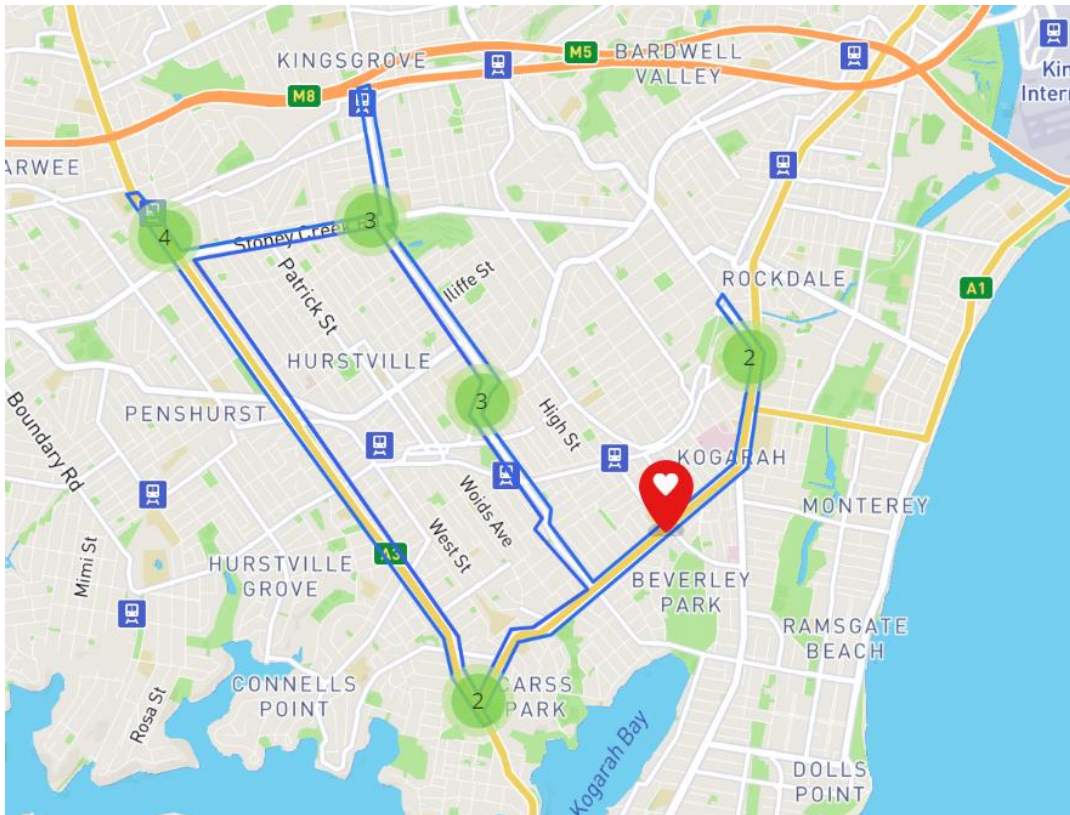


Figure 3 Georges River Council Bang the Table map

5.1.2 City of Canterbury Bankstown

No feedback was received by the City of Canterbury Bankstown for this consultation. Their Bang the Table map is shown below in Figure 4.

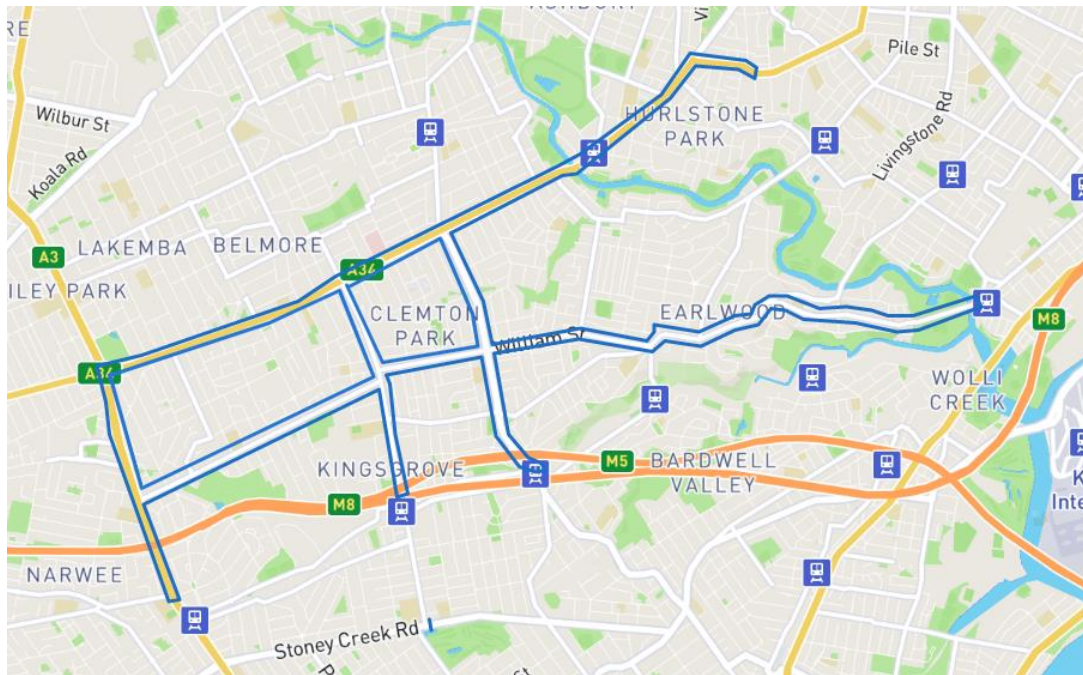


Figure 4 City of Canterbury Bankstown Council Bang the Table map

5.1.3 Inner West Council

Inner West Council made 18 comments on their Bang the Table map under the themes of, safety, congestion, environment, active transport and freight. Inner West Council requested improved pedestrian access and safety as well as improved active transport links along state roads and at key intersections. Inner West Council expressed a preference to reduce clearways on King Street and to analyse Sydenham Road/Livingstone Road as part of the M8 RNPRP. Inner West Council also reported a number of expected traffic impacts from new and upcoming residential developments in the area. An overview of the comments is provided in Table 3 and the feedback area is shown in Figure 5.

Table 3 Inner West Council comments

| Theme | Number of comments | Overview of comments |
|--------|--------------------|---|
| Safety | 9 | <ul style="list-style-type: none"> Request for pedestrian crossing at Princes Highway and Canal Road on the south-west side of intersection, St Peters Expressed support for Sydney Park Junction project and its ability to improve safety and access at that location Request for any traffic increases expected on Crown Street as a result of the Sydney Park Junction project to be assessed and resolved Request to consider a 40km per hour school zone speed limit be applied to Campbell Street at St Peters Request to improve pedestrian and cyclist access to Sydenham Station Request to improve safety of pedestrian crossing at Buckley Street, Marrickville near Marrickville Road. |

| Theme | Number of comments | Overview of comments |
|------------------|--------------------|---|
| | | <ul style="list-style-type: none"> Request to improve safety of pedestrian crossing at Sydenham Road and Buckley Street, Marrickville Request to improve pedestrian crossing across slip lane at Edinburgh Road and Bedwin Road, Marrickville Concern for pedestrian safety near 'Sydenham Creative Hub'. |
| Congestion | 4 | <ul style="list-style-type: none"> Concern for congestion at Edgeware Road Reporting an expected increase in congestion due to new residential development, located at Victoria Road, Marrickville Reporting an expected increase in congestion due to new residential development in commercial centre, located at Marrickville Road Reporting an expected increase in congestion due to new residential development at Fisher Street. |
| Accessibility | 0 | No pins were dropped |
| Active transport | 1 | <ul style="list-style-type: none"> Reporting that traffic signals do not prioritise pedestrian and cyclist movements. |
| Public transport | 0 | No pins were dropped |
| Environment | 3 | <ul style="list-style-type: none"> Reporting a need for improved maintenance of landscaping along Campbell Street Request to reduce clearway hours or remove altogether at King Street, Newtown Request to improve pedestrian and cyclist connectivity along Marrickville Road, towards the town centre. |
| Road signage | 0 | No pins were dropped |
| Freight | 1 | <ul style="list-style-type: none"> Request to include Sydenham Road plus Livingstone Road, West Street through to Parramatta Road as a freight route. |

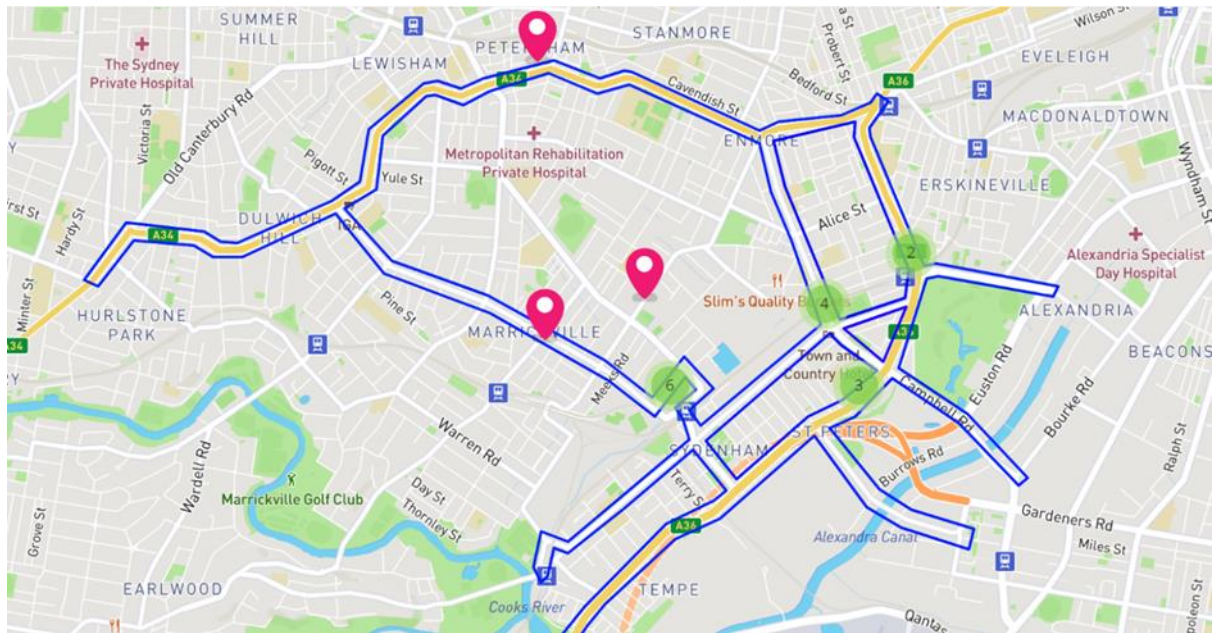


Figure 5 Inner West Council Bang the Table map

5.1.4 Bayside Council

Bayside Council made 33 comments on their Bang the Table map under the themes of safety, congestion, accessibility, active transport, environment, public transport and freight. The feedback focused on ‘rat run’ routes and heavy vehicle presence on local roads, a strong desire to improve active transport connections as well as concern for the environment at Bexley Town Centre due to an increase in traffic. An overview of comments is provided in Table 4 and the feedback area is shown in Figure 6.

Table 4 Bayside council comments

| Theme | Number of comments | Overview of comments |
|------------|--------------------|---|
| Safety | 5 | <ul style="list-style-type: none"> Concern for safety of school children at Croydon Road and Forest Road intersection Concern for safety of road users at Slade Road due to undulating road and an increase in traffic Concern for safety at Albyn Street due to use as a rat run Request to divert traffic around Mascot Town Centre Request to consider a Movement and Place framework speed limit revision at Rockdale Town Centre. |
| Congestion | 7 | <ul style="list-style-type: none"> Reporting an increase in congestion at Stoney Creek Road Reporting an increase in congestion at Highworth Avenue Reporting an increase in congestion at Preddys Road due to rat runs Reporting an increase in congestion at New Illawarra Road, Preddys Road and Stoney Creek Road intersection. |

| Theme | Number of comments | Overview of comments |
|------------------|--------------------|---|
| | | <ul style="list-style-type: none"> • Reporting an increase in traffic volumes including heavy vehicles at Harrow Road • Request to assess traffic impacts at West Botany Street, Bay Street and Rockdale Plaza Drive • Reporting concern for rat runs at Bourke Street and Church Avenue that are impacting Miles Street, Hughes Avenue, Carinya Street and Coward Street – request for cyclist safety to be improved. |
| Accessibility | 4 | <ul style="list-style-type: none"> • Request for no right turn restriction for southbound traffic at Bexley Road and Forest Road • Reporting use of Kingsgrove Avenue as an alternative route between King Georges Road and Bexley Road • Reporting use of Lorraine Avenue as an alternative route • Reporting resident concerns regarding streets neighbouring onto Stoney Creek Road being used as alternative routes and an increase in traffic. |
| Active transport | 4 | <ul style="list-style-type: none"> • Request for Transport to continue developing the Wolli Creek (T8 Rail Line) and open space pedestrian and cyclist corridor. Feasibility was undertaken as part of M5 East. • Request to consider an east to west active transport link between Sydenham Metro, Tempe Sports Fields and Mascot Station • Request to work between Sydney Gateway, Transport and Council to initial feasibility and concept design for the Coward Street separated cycleway • Request to widen Gardeners Road’s footpath to accommodate bikes and micro-mobility devices. |
| Public transport | 1 | Request to consider upgrading the public transport interchange post Gateway completion. |
| Environment | 9 | <ul style="list-style-type: none"> • Reporting Bexley Town Centre environment has become unappealing due to an increase in traffic – concern for loss of on-street parking • Reporting an increase in heavy vehicles using Salisbury Avenue due to congestion at Stoney Creek Road • Reporting an almost 10% increase in traffic at New Illawarra Road – causing safety concerns • Concern for the environment at Stoney Creek Road due to increase in traffic – reporting road pavement is in poor condition |

| Theme | Number of comments | Overview of comments |
|--------------|--------------------|--|
| | | <ul style="list-style-type: none"> • Concern for the environment at Preddys Road due to an increase in traffic • Concern for environment and safety between Bexley Road and Princes Highway due to speed limit, heavy vehicles and increase in traffic • Request to assess traffic impacts at Frederick Street, Bay Street and Seven Ways – reporting impact on environment at Rockdale Town Centre as well as bus operations • Concern for environment at Wollongong Road due to an increase in traffic and heavy vehicles – reporting to have funding in 2022 for improvements • Concern for environment at Stoney Creek Road and for Transport to respond to community requests for noise abatement programs . |
| Road signage | 0 | No pins were dropped |
| Freight | 3 | <ul style="list-style-type: none"> • Reporting heavy vehicle use of surface roads to avoid tolls – request to investigate with NHVR to retrieve number of applications received. Attention requested to focus on Marsh Street, West Botany Road as well as Wickham Street, Forest Road and Stoney Creek Road. • Request to assess impact of an increase in heavy vehicles along West Botany Street • Request to progress the Gardeners Road/O’Riordan intersection widening project to allow traffic to divert from the Mascot Town Centre. |

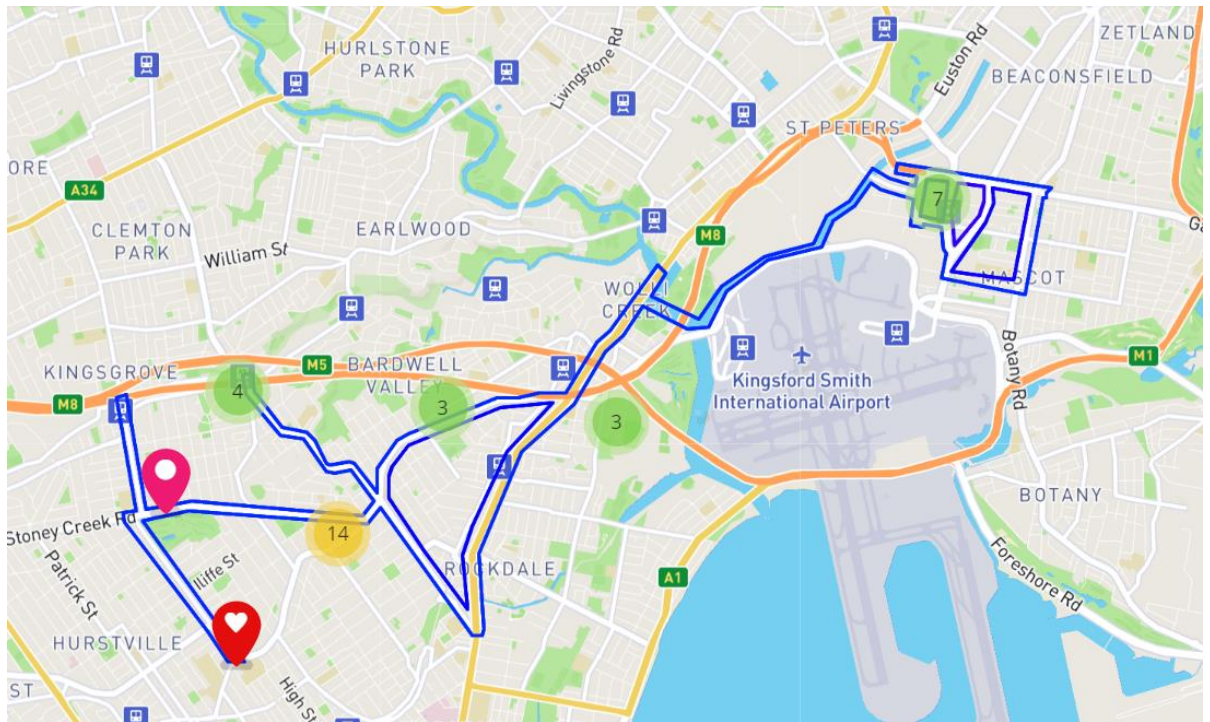


Figure 6 Bayside Council Bang the Table map

5.1.5 City of Sydney

City of Sydney made 18 comments on their Bang the Table Map under the themes of safety, congestion, active transport and road signage. Their feedback included a request for Transport to direct traffic to state roads and discourage rat running on local roads as well as providing a local road environment at Sydney Park Road and King Street (Sydney Park Junction project). An overview of their comments is provided in Table 5 and their feedback area is shown in Figure 7.

Table 5 City of Sydney Bang the Table comments

| Theme | Number of comments | Overview of comments |
|------------|--------------------|---|
| Safety | 8 | <ul style="list-style-type: none"> Concerns for safety due to rat running and an increase in traffic at Bourke Road Request for a verge to be reinstated at Euston Road to improve placemaking at that location Concern for the slip lane design at Euston Road and its compatibility with the local road that Sydney Park Road will become – expected impacts to safety and amenity Request to discourage traffic travelling south on Mitchell Road Request to provide a local road environment at King Street Request to provide a local road environment at Sydney Park Road |
| Congestion | 6 | <ul style="list-style-type: none"> Request to discourage traffic using Coulson as an alternative to Mitchell Road, to access King Street |

| Theme | Number of comments | Overview of comments |
|------------------|--------------------|--|
| | | <ul style="list-style-type: none"> Request to discourage traffic using Henderson Road instead of Fountain Street due to traffic volumes at intersection of Copeland Street/Mitchell Road and Mitchell Road/Fountain Street Reporting an increase in traffic at Wyndham Street and McEvoy Street intersection and its impact on local roads Reporting an increase in traffic at Fountain Street/Mitchell Road and Copeland Street/Mitchell Road intersections and its impacts on local roads Reporting that a left turn bay on Euston Road into Maddox Street is encouraging more traffic Request to discourage traffic travelling between Mitchell Road and Bourke Road via Maddox Street |
| Accessibility | 0 | No pins were dropped |
| Active transport | 1 | <ul style="list-style-type: none"> Reporting that the City of Sydney Council is constructing a new cycleway on Harley Street and requests that Transport assist in discouraging traffic on this local road |
| Public transport | 0 | No pins were dropped |
| Environment | 0 | No pins were dropped |
| Road signage | 3 | <ul style="list-style-type: none"> Request to discourage traffic traveling south using Mitchell Road and Sydney Park Road to access King Street Request to discourage traffic traveling north using Sydney Park Road to access Henderson Road, north of Copeland Street Concern for limited pedestrian access to the park, located at Campbell Road in St Peters |
| Freight | 0 | No pins were dropped |

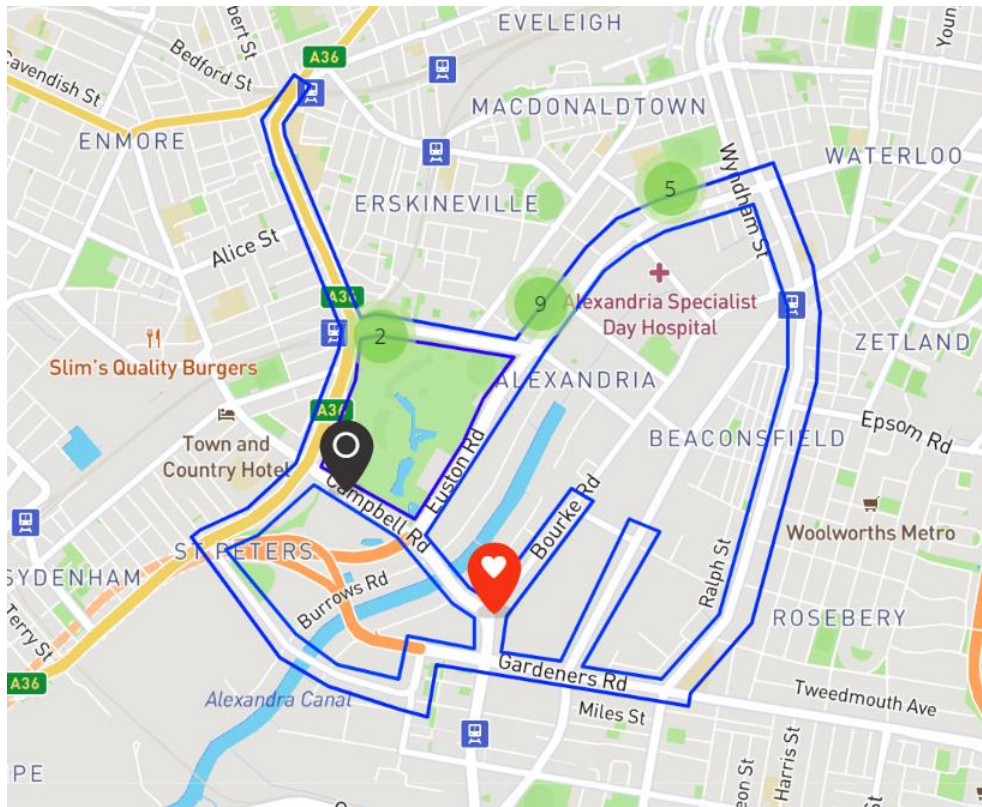


Figure 7 City of Sydney Bang the Table Map

5.1.6 Study area expansion

The feedback received from councils during the initial 2022 consultation period 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.

A total of 27 additional roads were analysed as part of the review. 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 8.

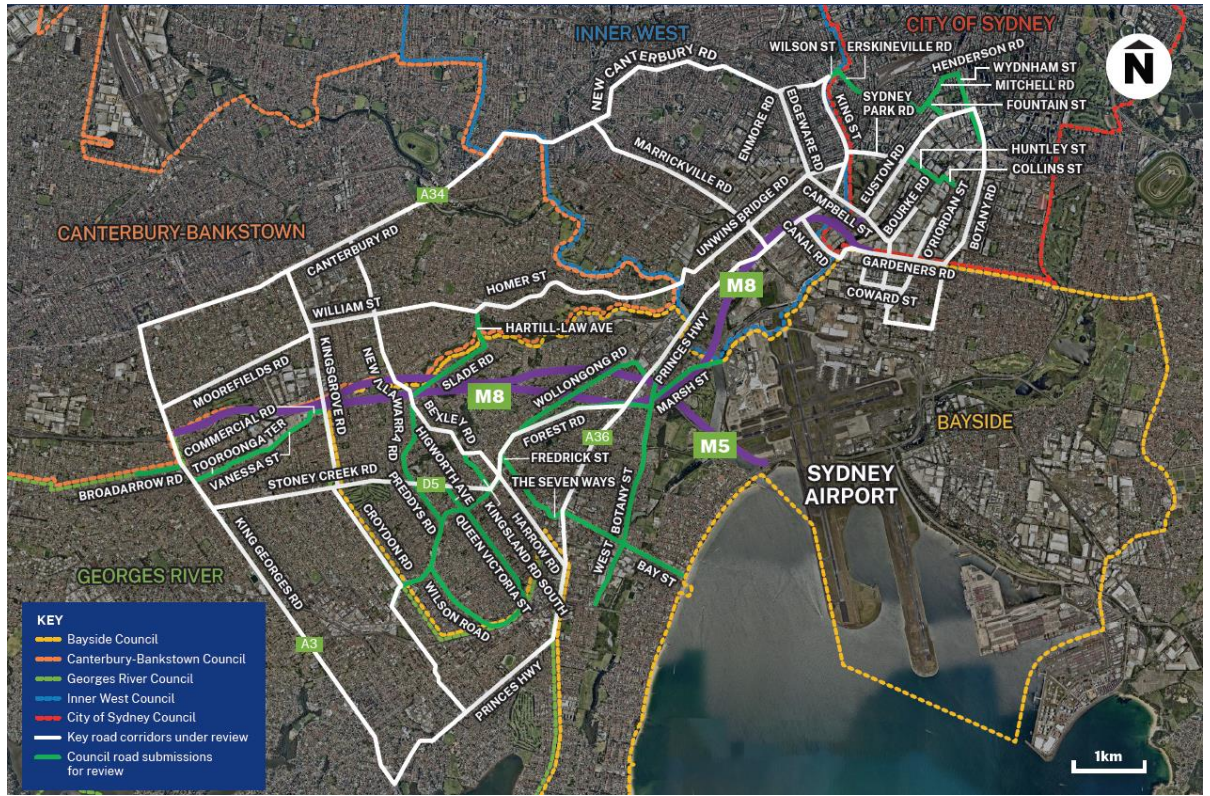


Figure 8 Expanded study area

5.2 Additional consultation period: May 2023 to June 2023

Following the 2022 feedback period, the Preliminary M8 RNPRP was developed and shared with the councils for feedback between May 2023 to June 2023.

This additional consultation period was designed to seek feedback on the Preliminary M8 RNPRP including the methodology for the assessment, the findings, proposed mitigations, and how council's feedback from the 2022 consultation period had been incorporated into the Preliminary M8 RNPRP. This feedback was sought from the five councils: Georges River Council, City of Canterbury Bankstown Council, Inner West Council, Bayside Council and City of Sydney Council.

Feedback received during this consultation period was used to finalise the M8 RNPRP.

5.2.1 Inner West Council

Key feedback raised by Inner West Council on the Preliminary M8 RNPRP included:

- general feedback regarding the methodology and data collected for the RNPRP
- support for mitigation measures including adjusting signal phase adjustments, extension of turning bays, shared path improvements and traffic movement restrictions
- lack of support for mitigation measures that require road widenings.

5.2.2 Bayside Council

Key feedback raised by Bayside Council on the Preliminary M8 RNPRP included:

- general feedback regarding the scope and methodology of the M8 RNPRP, in particular the level of modelling carried out on local roads
- increased congestion on local roads since opening of the motorway and new toll structure due to motorists avoiding M5 and M8 motorways
- suggestion to enforce motorway avoidance penalties on heavy vehicles, similar to NorthConnex, to reduce congestion on local roads
- lack of detail for identified mitigation measures, particularly place making and pedestrian safety mitigations.

5.2.3 Canterbury-Bankstown Council

Key feedback raised by Canterbury-Bankstown Council on the Preliminary M8 RNPRP included:

- request to investigate heavy vehicle use of Armitree Street, Kingsgrove.

5.2.4 Georges River Council

Key feedback raised by Georges River Council on the Preliminary M8 RNPRP included:

- request for data from Transport regarding traffic counts and volumes
- support for investigation of future active transport to connect local schools to public transport
- request for Transport to further investigate the impacted intersections for rat running and increase in heavy vehicle activity.

5.2.5 City of Sydney Council

Key feedback raised by City of Sydney Council on the Preliminary M8 RNPRP included:

- comments critical of the M8 RNPRP's scope, methodology and data collection, and its alignment with the M8 Motorway's Conditions of Approval
- questions relating to how mitigations will be developed and their alignment to Transport for NSW policies and standards
- request for the M8 RNPRP to address concerns of all road users at sites of impact
- suggestion to review directional signposting to encourage use of main roads.

6. Consultation outcomes

6.1 Consultation outcomes

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

- restrict heavy vehicle use of local roads during peak times
 - investigate new pedestrian and cyclist links surrounding schools
 - reduce speed limits and clearways
 - review tolling and provide toll relief for local residents
 - modify intersection operations on main roads to discourage rat running on local roads
- encourage traffic to travel a state roads and roads identified as regional movement corridors using road signage.

We also received support for Transport projects that are underway, such as the Sydney Park Junction project and Sydney Gateway.

Noting, 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 a current Tolling Review taking place, led by NSW Treasury and supported by Transport for NSW, 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.

Transport has used this feedback to develop the Final M8 RNPRP. The Final M8 RNPRP will inform a program of work for future infrastructure projects geared towards mitigating identified impacts and improving integration of the M8 with the surrounding road network.

6.2 How feedback has been considered

Following the initial 2022 consultation period, a total of 27 additional roads were analysed as part of the review, as detailed in Section 5.1.6. The feedback received in the additional 2023 consultation period was used to further refine and finalise the M8 RNPRP, and feedback outside the Final M8 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.

Table 6 Key findings in response to council feedback

| Theme | Overview of comments | 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 RNPR study area. Through detailed analysis, this intersection has been identified as being impacted by the opening of the M8 Motorway. | Refer to Section Error! Reference source not found. of the M8 RNPRP. |

| Theme | Overview of comments | Transport response | Potential mitigation |
|-------------------------------|---|---|--|
| 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. |

| Theme | Overview of comments | Transport response | Potential mitigation |
|--------------------|--|--|--|
| | | | 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. |

Based on the data reviewed within the M8 RNPRP and the feedback from local councils, a number of sites for potential mitigation have been identified. These sites, as well as locations of completed mitigations, are mapped on Figure 9.

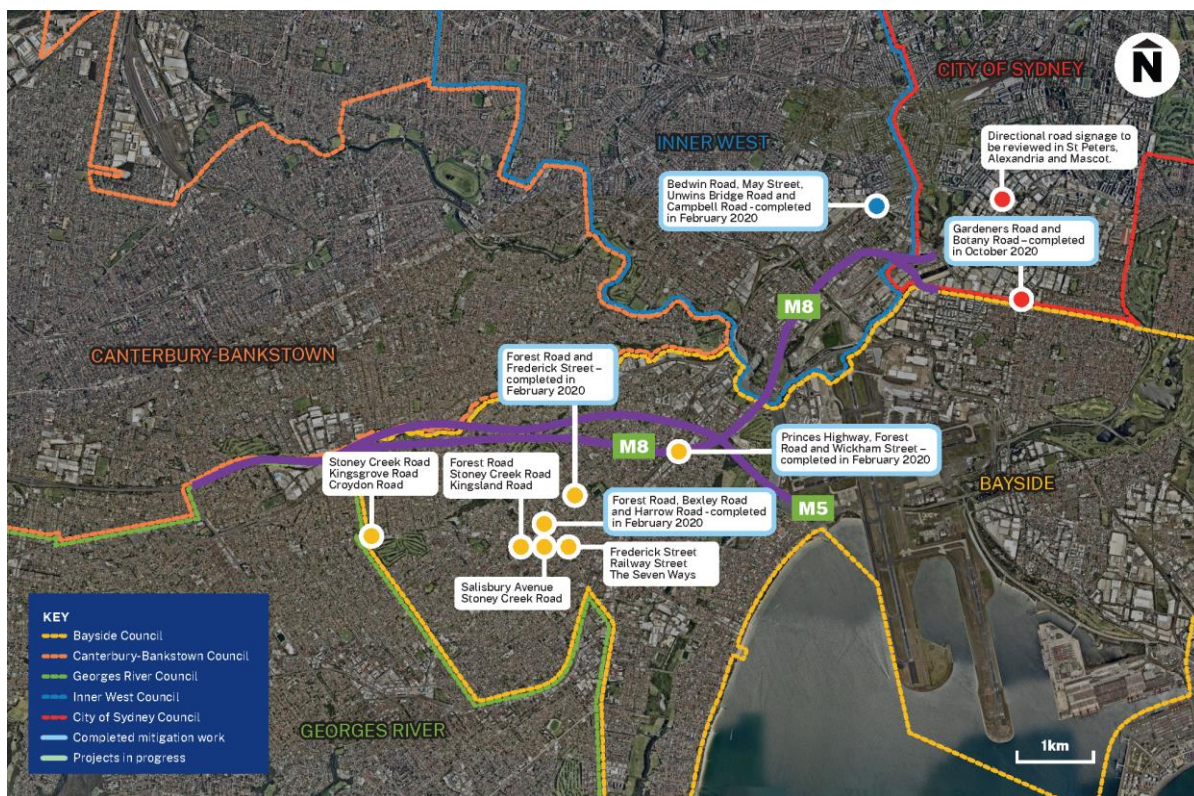


Figure 9 Identified sites for potential mitigation

6.2.1 Mitigation measures and delivery priority

Mitigations being considered to address impacts resulting from the M8 Motorway opening 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.

To review the delivery priority of these potential mitigation measures, please refer to the M8 RNPRP.

7. Next steps

Transport has used the feedback received to develop the Final M8 RNPRP. The Final M8 RNPRP will inform a program of work for future infrastructure projects geared towards improving network integration.

The final step, as shown in Figure 10, will be to review the future program of work and prioritise network improvement projects listed in Table 6.

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.

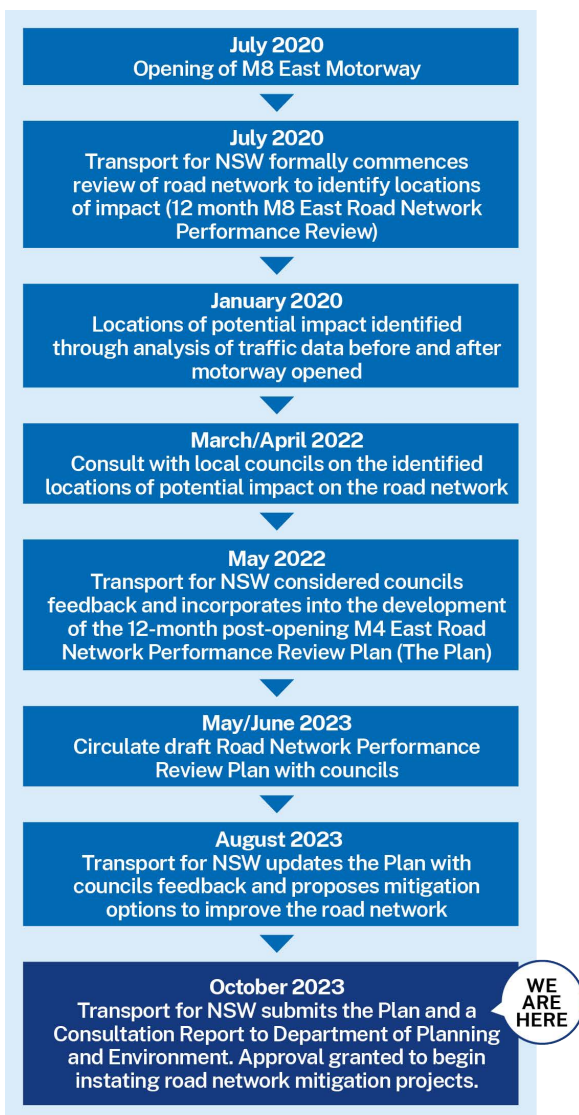
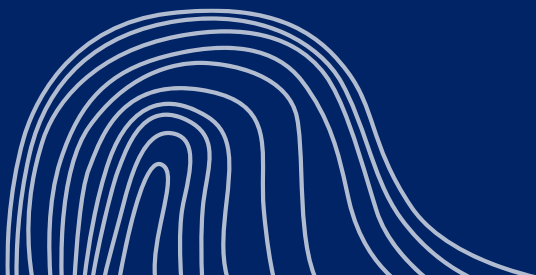


Figure 10 Next steps

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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