



Transport  
Roads & Maritime  
Services

# **MILPERRA ROAD AND THE RIVER ROAD, REVESBY**

## **INTERSECTION IMPROVEMENT RIGHT TURN LANE**

### **Pinch Point Program Community Consultation Report**

January 2015

## EXECUTIVE SUMMARY

Roads and Maritime Services is proposing to extend the eastbound right turn lane on Milperra Road by 220 metres for vehicles turning into The River Road.

The proposal includes:

- Extending the existing right turn lane on Milperra Road by 220 metres
- Providing a dual right turn bay
- Widening on the southern side of Milperra Road to allow for the extension of the right turn lane
- Kerb and gutter and property adjustments on the southern side of Milperra Road
- Relocating light poles and underground utilities
- Asphalt resurfacing.

This work would improve traffic flow, safety and capacity by providing more room for motorists wanting to turn right, reducing the risk of rear end crashes.

The proposal is part of the NSW Government's \$246 million Pinch Point Program, which aims to reduce delays, manage congestion and maintain travel times on Sydney's main roads particularly during weekday peak periods.

Roads and Maritime invited community and stakeholder feedback on this proposal in June 2014. We distributed 2000 letters in the local area inviting feedback, a media release and carried out doorknocking near the intersection.

We received comments from seven people and organisations with most supporting the proposal.

Key feedback topics included:

- Design aspects
- Visual impacts
- Signage
- Safety
- Noise
- Construction impacts.

Roads and Maritime will provide responses to all feedback both through this report that will be available on our website [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) and directly to the people and organisations who made comments.

Roads and Maritime has considered all feedback and has decided to proceed with the proposal.

We would like to take this opportunity to thank everyone who provided comments on this proposal and to the community and stakeholders for considering the project.

# CONTENTS

EXECUTIVE SUMMARY.....	2
INTRODUCTION.....	4
Background.....	4
The proposal .....	4
CONSULTATION APPROACH .....	4
CONSULTATION SUMMARY .....	5
Overview .....	5
Feedback summary and Roads and Maritime Responses.....	6
CHANGES TO PROPOSAL/ RECOMMENDATION.....	13
NEXT STEPS/WAY FORWARD .....	13
APPENDIX.....	13

## 1.0 INTRODUCTION

### 1.1 Background

Motorists travelling east on Milperra Road are experiencing delays during peak periods because vehicles queuing to turn right into The River Road are overflowing into the through lanes.

The River Road provides access to the suburbs south of Canterbury Road/ Milperra Road and the M5 Motorway, with on and off ramps for eastbound and westbound motorists.

Roads and Maritime has identified Canterbury Road/Milperra Road as a pinch point corridor.

We plan to extend the existing right turn lane on Milperra Road by about 220 metres and provide an additional right turn bay to allow two lanes to turn at the same time.

This would improve travel times, reduce congestion and improve safety.

### 1.2 The proposal

The proposal is part of the NSW Government's \$246 million Pinch Point Program, which aims to reduce delays, manage congestion and maintain travel times on Sydney's main roads particularly during weekday peak periods.

The proposal aims to:

- Reduce the frequency of the right turn bay overflow along Milperra Road eastbound at The River Road
- Improve the traffic flow and safety at the intersection of Milperra Road and The River Road
- Minimise impacts on the surrounding environment, community and all road users.

The proposal includes:

- Extending the existing right turn lane on Milperra Road by 220 metres
- Providing a dual right turn bay
- Widening on the southern side of Milperra Road to allow for the extension of the right turn lane
- Adjusting kerb and gutter and property on the southern side of Milperra Road
- Relocating light poles and underground utilities
- Resurfacing the road with asphalt.

## 2.0 CONSULTATION APPROACH

### 2.1 Consultation objectives

We consulted with the community and key stakeholders on the preliminary concept design to:

- Seek comment, feedback, ideas, and suggestions for Roads and Maritime to consider when developing the proposal including consultation outcomes into the environmental assessment known as review of environmental factors (REF)
- Build a database of interested community members to engage during the proposal's development.

### 2.2 How consultation was done

Consultation was open from Friday 30 May to Friday 27 June 2014. Community members were encouraged to provide feedback via mail, email or phone.

Members of the local community and key stakeholders were contacted using a range of tools including:

<b>Tool</b>	<b>Method</b>
Community letter (Appendix 1)	Delivered to 2000 residents in Revesby (see map Appendix 2) Delivered to Bankstown City Council Direct mailed to emergency services, government agencies, schools and universities, large businesses, aged care centres, religious centres and community groups in the local area
Media Release	A copy was distributed to local and metropolitan media outlets. Details appeared in the Bankstown-Canterbury Torch on Wednesday 28 May 2014
Website	Details about the project were provided on the NSW Government's community consultation website Notification appeared on the Roads and Maritime Services website
Onsite meeting	Consultation with Transdev regarding a bus stop located within the scope of works
Doorknocking	Roads and Maritime doorknocked the affected businesses and residents on the southern side of Milperra Road to explain the proposal and invite comment

## 3.0 CONSULTATION SUMMARY

### 3.1 Overview

Roads and Maritime received comments from seven people and organisations with most generally in support of the proposal. Six people provided feedback supporting the proposal with four of these suggesting further improvements at the intersection. One resident opposed the proposal.

Five people and Bankstown City Council provided feedback and another comment was unclear if it was from an individual or an organisation.

One resident and one unidentified respondent supported the proposal. Three residents and Bankstown City Council supported the proposal and also suggested further improvements. One resident opposed to the proposal.

Key feedback topics included:

- Design aspects
- Visual impacts
- Signage
- Safety
- Noise
- Construction impacts.

## Feedback summary and Roads and Maritime's responses

Issue category	Number of submissions	Issues raised	Roads and Maritime response
<b>Design</b> (Proposal to install a dual right turn from Milperra Road into The River Road)	Three submissions Ref #: 1, 2, 4	<p>The dual right turn may cause congestion and chaos as well as potential accidents as vehicles may cut across from the inside turning lane to turn left into Turvey Street.</p> <p>Install signs to warn motorists in advance of what lane to be in if they wish to enter Turvey Street.</p>	<p>Experienced motorists use the most appropriate lane when turning. Vehicles wishing to turn into Turvey Street are expected to use the 220 metre outside turning lane generally rather than the 40 metre long inside turning lane. Roads and Maritime would monitor traffic and safety conditions at the intersection if the proposal proceeds.</p> <p>Traffic modelling has shown the right turn queue on Milperra Road into The River Road was up to 155 metres long during the morning peak and 266 metres during the afternoon peak. The dual right turn lanes would accommodate these traffic volumes, reducing rear end crashes and improving safety.</p>
	One submission Ref #: 7	The road is not wide enough to support the two right turn lanes into The River Road and the access points to Turvey Street and McDonalds	<p>There is sufficient space to accommodate the proposed dual right turn lanes into The River Road, in accordance with Roads and Maritime's specifications and the Australian Standards.</p> <p>We would ensure sufficient space for the two lanes of traffic going into The River Road by narrowing the median and widening the westbound kerb slightly.</p>
<b>Design</b> (to accommodate heavy vehicles)	One submission Ref # 1	The left turn from The River Road into Milperra Road, doesn't allow for heavy vehicles to turn without using both lanes	<p>State roads are designed and built to accommodate heavy vehicles. The intersection of Milperra Road and The River Road is designed to allow for heavy vehicles including B-Doubles and buses.</p> <p>Buses and heavy vehicles can legally use two lanes when turning at intersections.</p>

<b>Design</b> (project not needed)	One submission Ref # 7	The existing infrastructure is sufficient to support the traffic needs	<p>Traffic modelling has shown the right turn bay queue on Milperra Road into The River Road was up to 155 metres long during the morning peak and 266 metres long during the afternoon peak.</p> <p>This means vehicles turning right are queuing in through lanes, delaying other motorists.</p> <p>We completed site visits in July 2014 to confirm demand in the right turn lane was exceeding capacity.</p> <p>The extension of the right turn bay by 220 metres will separate the right turn movements from the through traffic, improving capacity by providing better lane use and improving safety by reducing the risk of rear end crashes.</p> <p>While the M5 Motorway is being widened, traffic volume data and visual observations show that there is a significant amount of vehicles that use the right turn lanes on Milperra Road onto The River Road to access the M5 Motorway. Milperra Road and The River Road provides access to the M5 Motorway for many vehicles coming from the industrial areas at Milperra and Condell Park.</p>
		The traffic is not that bad on Milperra Road near the intersection at The River Road, there is no need to extend the right turn lane into The River Road.	
		The M5 Motorway is currently undergoing further widening to accommodate more capacity, therefore there is no requirement for this project as cars will be using the new motorway instead.	
<b>Design</b> (additional turning lane)	One submission Ref # 6	<p>Install a dedicated left turn lane from The River Road into Milperra Road.</p> <p>There is sufficient road reserve on The River Road to allow for this.</p>	<p>This project is to provide additional right turn capacity from Milperra Road onto The River Road. A dedicated left turn slip lane from The River Road onto Milperra Road was not investigated as part of this project; but may be considered in the future. Roads and Maritime will continue to monitor traffic and safety conditions at this intersection.</p> <p>This suggestion is outside of the scope of this project.</p>

<b>Design</b> (Increasing traffic flow)	One submission Ref # 7	The proposal is creating more traffic in front of residents and a higher risk to those who live there.	The proposal is to improve the intersection to help vehicles move through it more efficiently. Traffic in front of residential properties is not expected to increase as a result of these improvements.  Roads and Maritime has identified Milperra Road/ Canterbury Road as a pinch point corridor. The proposed intersection improvements aim to improve travel times, reduce congestion and improve safety.
<b>Visual impact/environmental impact</b>	One submission Ref # 7	Removal of aestically pleasing trees that also provide a shield from the dust and noise that can lead to health problems.	Roads and Maritime is not removing any trees as part of this proposal to improve the intersection. There will be trimming of tree branches to ensure there is safe clearance and line of sight for motorists.
<b>Signage</b>	One submission Ref # 4	Install signs to warn motorists in advance of what lane to be in if they wish to enter Turvey Street	Experienced motorists use the most appropriate lane when turning. Vehicles wishing to turn into Turvey Street are expected to use the 220 metre outside turning lane generally rather than the 40 metre long inside turning lane. Roads and Maritime will continue to monitor the intersection.  Traffic modelling has shown the right turn bay queue on Milperra Road into The River Road was up to 155 metres long during the morning peak and 266 metres during the afternoon peak. The dual right turn lanes are to accommodate these traffic volumes, reduce rear end crashes and improve safety.
<b>Illegal vehicle movements identified</b>	One submission Ref # 1	Vehicles turning right from the middle lane on Milperra Road into The River Road	Turning right from the middle lane is illegal. The proposal would increase the capacity for vehicles wishing to turn right.  Roads and Maritime has contacted NSW Police and requested targeted enforcement at this intersection.
	One submission Ref # 1	Vehicles travelling northbound on The River Road turning right illegally into Turvey Street	The vehicle movements raised are illegal and Roads and Maritime has contacted NSW Police and requested targeted enforcement at this intersection.

		Vehicles travelling on the wrong side of the road on The River Road to turn into Turvey Street due to traffic congestion on The River Road	
		Vehicles travel the wrong way on Milperra Road from Victoria Street to gain access to the McDonalds driveway	
		Vehicles do not obey to the 'Stop' sign at the intersection of Turvey Street and The River Road	
	One submission Ref # 1	Vehicles do not keep clear driveway access on The River Road into McDonalds – install 'Keep Clear' on the road	In accordance with the Australian Road Rules it is not illegal to queue across driveways.
	One submission Ref # 1	Vehicles travel from Turvey Street into The River Road and then turn into the McDonalds car park for access into Milperra Road, allowing them to get around the intersection. Traffic is often prevented from getting access into the McDonalds car park because of traffic congestion blocking access to the car park during heavy traffic periods	Roads and Maritime cannot restrict access and monitor who enters the McDonald's driveway. In accordance with the Australian Road Rules it is not illegal to queue across driveways.

<b>Pedestrian safety/fencing</b>	Three submissions with four different comments Ref # 1, 6, 7	School students cross The River Road from Turvey Street to access McDonalds and the bus stop, which is very dangerous. Need to install pedestrian fencing on the eastern side of The River Road to guide students to cross at the traffic lights.	An analysis of the crash data for five years up to June 2014, showed that there were no reported crashes involving pedestrians. Based on this analysis, the installation of pedestrian fencing is not warranted at this location at this time. Roads and Maritime will continue to monitor traffic and safety conditions the intersection.
		Install pedestrian fence on the southern side of Milperra Road where the footpath becomes narrower due to the road widening	Roads and Maritime will have an independent auditor do a safety check on this intersection based on the proposed design. The findings of the road safety audit will determine whether the installation of a pedestrian fence in front to the bus stop on Milperra Road is required.
		Install an additional pedestrian crossing on the eastern leg of Milperra Road/ Canterbury Road to provide better access for pedestrians	There are already pedestrian crossings on the western and southern sides of this intersection, allowing people to access the northern side of Milperra Road. Any additional pedestrian crossings at this intersection would need to be investigated and are outside the scope of this project.
		Concerned about vehicles losing control and hitting fences, it creates concerns for pedestrians, especially with narrowing the footpath/shared space currently available	<p>In the five years up to June 2014, there was one reported off road crash heading westbound on Milperra Road between The River Road and Sherwood Street.</p> <p>Roads and Maritime and Bankstown Council guidelines require a three metre wide footpath and verge in front of properties. The proposed widening would narrow the footpath by a maximum of 1.2 metres, so the grassed footway with a concrete pedestrian path would still be between six metres and 12 metres wide in front of the residential properties.</p> <p>Roads and Maritime has considered the narrow width of the footway in front of the two services stations due to the road widening. The minimum width is considered acceptable without the need for safety barriers. Roads and Maritime will continue to monitor traffic and safety conditions at the intersection.</p>

<p><b>Bus stop (Relocation)</b></p>	<p>One submission Ref # 1</p>	<p>The bus stop outside McDonalds on The River Road should be pushed further south towards the M5 Motorway as it causes delays and stops the left hand turn into Milperra Road</p>	<p>Roads and Maritime considers the current location of the bus stop operated by Transdev to be suitable. Moving the bus stop further south will not provide much benefit, as vehicles will still need to manoeuvre around the bus when it stops to pick up and drop off passengers.</p> <p>In addition, the bus stop provides a suitable transfer location for the Metrobus M90 Burwood to Liverpool via Bankstown on Newbridge Road and bus routes 922 East Hills to Bankstown, 923 Panania to Bankstown, 924 East Hills to Bankstown and 926 Revesby Heights to Bankstown.</p>
<p><b>Noise</b></p>	<p>One submission Ref # 7</p>	<p>The widening of Milperra Road will bring the road closer to homes will increase the noise and dust pollution for residents, causing health problems.</p>	<p>The removal of roadside vegetation would not increase the road traffic noise as it provides negligible noise reduction.</p> <p>Dense vegetation provides about 1 dB(A) reduction per 10 metres of dense vegetation, as discussed in the Environmental Noise Management Manual 2001 (RTA, 2001). The change to the human ear would need to be 3 dB(A) to be perceptible.</p> <p>A noise assessment was completed by a specialist consultant on the current road environment in August 2014.</p> <p>The assessment noted that operational noise would not increase by more than 2dB(A) for all the potentially affected residential properties if the proposal proceeded. Therefore, there is no requirement for any noise mitigation treatment.</p> <p>The proposal would not generate an increase in traffic and it is not expected to negatively impact air quality. The improved traffic flow and reduced congestion may also have an overall positive impact on air quality.</p>

<p><b>Safety</b> (Driveway access)</p>	<p>One submission Ref # 7</p>	<p>Increase the safety risk by narrowing the driveway and footpath for residents entering and exiting their driveways. It will also increase the risk of rear end collisions for residents wishing to enter their property as they have to manoeuvre slowly</p>	<p>Roads and Maritime and Bankstown Council guidelines require a three metre wide footpath and verge in front of properties. The proposed widening would narrow the footpath by a maximum of 1.2 metres, so the grassed footway with a concrete pedestrian path would still be between six metres and 12 metres wide in front of the residential properties.</p> <p>In the five years to June 2014, there were three crashes between The River Road and Albert Street involving vehicles entering or exiting service station driveways. There were no identified crashes from residential driveways. There were no sight distance issues identified for residents between Victoria Street and Albert Street.</p> <p>Roads and Maritime will continue to monitor safety on Milperra Road between The River Road and Albert Street.</p>
<p><b>Safety</b> (Albert Street)</p>	<p>One Submission Ref # 7</p>	<p>The widening of the road will impact residents 26-36 Milperra Road as their driveway is located at the corner of Milperra Road and Albert Street. It will increase the risk of head on collisions for residents exiting the driveway.</p>	<p>The proposed design does not impact on properties 26 - 36 Milperra Road. The widening tapers to existing alignment east of Albert Street.</p>
<p><b>During construction</b> (Disruptions)</p>	<p>One submission Ref # 7</p>	<p>Concerns power, water and telephone services as well as access in and out of driveways will be affected during the construction of the project.</p>	<p>If the project is approved, every effort will be made to minimise the impacts of construction on residents and businesses. Residents and stakeholders would be informed of details regarding the work in advance.</p>

## **CHANGES TO PROPOSAL - DECISION**

On the basis of community consultation, no changes to the proposal are required. Roads and Maritime has decided to proceed to detailed design and environmental assessment for this project.

## **NEXT STEPS/WAY FORWARD**

Roads and Maritime will finalise the detailed design for this project based on the concept design proposed for community consultation.

The community would be informed of any changes to the design, construction timeframes and impacts.

## **APPENDIX**

Appendix 1 Community letter

Appendix 2 Letterbox distribution area of community letter

# To the householder/ business operator



Transport  
Roads & Maritime  
Services

MAY 2014

## Have your say - Proposal for intersection improvements at Revesby – Pinch Point Program

Roads and Maritime Services is seeking community and stakeholder feedback by Friday 27 June on a proposal to improve traffic flow and safety at the intersection of Milperra Road and The River Road.

Roads and Maritime Services is proposing to extend the eastbound right turn lane from Milperra Road into The River Road by 220 metres. Roads and Maritime have contracted Leighton Boral Amey Joint Venture to seek community views on this proposal.

The proposal is part of the NSW Government's \$246 million Pinch Point Program which aims to reduce delays, manage congestion and maintain travel times on Sydney's main roads particularly during weekday peak periods.

This proposed work would improve traffic flow and safety by providing more room for motorists wishing to turn right from Milperra Road onto The River Road. It would also improve the capacity by providing better lane use and reducing the risk of rear end crashes.

The proposed work includes:

- Extending the existing right turn lane on Milperra Road by 220 metres
- Providing a dual right turn bay
- Road widening on the southern side of Milperra Road to allow for the extension of the right turn lane
- Kerb and gutter and property adjustments on the southern side of Milperra Road
- Relocating light poles and underground utilities
- Asphalt resurfacing.

We have provided a diagram to help you better understand our proposal.

This letter is to seek your view. We would appreciate your feedback by **Friday 27 June**.

Please send your written comments by to:

Communications & Stakeholder Engagement  
Leighton Boral Amey JV  
PO Box 838, Rockdale NSW 2216  
or email [nswenquiries@lbajv.com.au](mailto:nswenquiries@lbajv.com.au)

Information about the outcomes and findings of the consultation process, and any further information about implementation will be provided to the community as it becomes available.

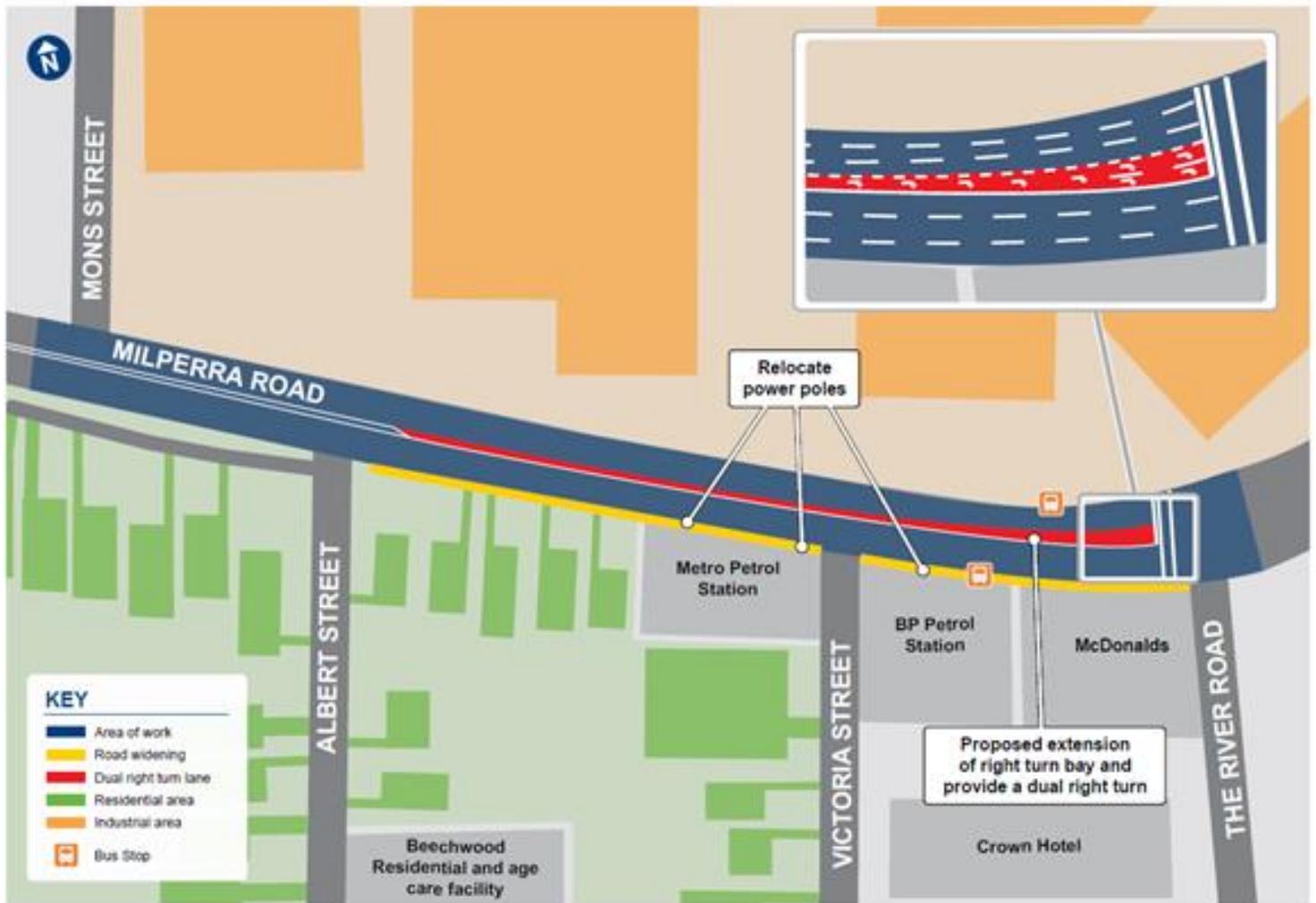
For more information please contact Leighton Boral Amey JV on 1800 677 700 or email [nswenquiries@lbajv.com.au](mailto:nswenquiries@lbajv.com.au).

For more information contact Leighton Boral Amey JV

T: 1800 677 700 | E: [nswenquiries@lbajv.com.au](mailto:nswenquiries@lbajv.com.au)

PO Box 838 Rockdale NSW 2216

REF: T82701.1



## Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Leighton Boral Amey JV on 1800 677 700.

### Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفهية (TIS National) على الرقم **131 450** والطلب منهم الاتصال بوكالتكم على الرقم **1800 677 700**.

### Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 1800 677 700，聯絡 Leighton Boral Amey JV。

### Mandarin

如果你需要口译员，请致电 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 1800 677 700 联系 Leighton Boral Amey JV。

### Greek

Αν χρειάζεστε διερμηνέα, παρακαλείστε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία TIS) στο **131 450** και ζητήστε να τηλεφωνήσουν Leighton Boral Amey JV στο 1800 677 700.

### Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Leighton Boral Amey JV al 1800 677 700.

### Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450** 으로 연락하여 이들에게 1800 677 700 번으로 Leighton Boral Amey JV 에 전화하도록 요청하십시오.

### Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Leighton Boral Amey JV qua số 1800 677 700.

## Appendix 2 – Proposed work location and letterbox distribution area of community letter

