Appendix D

Community and stakeholder consultation materials
M1 PACIFIC MOTORWAY UPGRADE KARIONG TO SOMERSBY

Community and Stakeholder Consultation Report

OCTOBER 2014
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1 Introduction

In May 2014 Roads and Maritime Services invited stakeholders and the community to comment on the proposed upgrade and widening of the M1 Pacific Motorway between the Kariong and Somersby interchanges on the NSW Central Coast. The proposal involves widening the motorway to generally provide three lanes in each direction and upgrading three of the four ramps at the Kariong interchange.

This report provides details of the participation and communication activities carried out from May to June 2014 and summarises the stakeholder and community feedback received during this period.

1.1 Proposal background and need

The M1 Pacific Motorway extends 127 kilometres between Sydney and Newcastle and is a primary freight route, forming a critical part of the National Land Transport Network. Around 65,000 motorists and 7,000 freight vehicles travel daily between Sydney, the Central Coast and Newcastle. It also links with the New England and Pacific Highways connecting northern NSW regional centres and Queensland.

Very high traffic volumes are recorded on the M1 Pacific Motorway between Sydney and the Central Coast. The eight kilometre section of the motorway between the Kariong and Somersby interchanges is currently two lanes in each direction. It is used by through traffic, including long-range freight, as well as traffic accessing the Central Coast.

The proposed upgrade would provide increased traffic capacity for more reliable travel times while catering for the expected increase in traffic forecast as a result of predicted growth in the Central Coast, Hunter Region and North Coast along with greater freight demand.

1.2 Proposal objectives

The objectives of the proposal are to:

- Improve traffic capacity and freight efficiency along the motorway
- Improve traffic flow and travel times for motorists
- Improve safety for motorists and reduce crash rates and severity of crashes
- Improve traffic capacity and safety for motorists using the Kariong interchange
- Improve the road surface and reduce maintenance costs in the future
- Minimise disruption to traffic during construction
- Minimise the environmental impacts of the proposal.

The key features of the proposal include:

- Widening an eight kilometre section of the motorway between the Kariong and Somersby interchanges to provide three lanes in each direction.

The widening excludes a 1.5 kilometre section of motorway on the southbound carriageway between the Kariong interchange southbound exit and entry ramps. Providing three lanes at this section would require substantial widening of the motorway, which would have a major
impact on the surrounding environment and construction costs. The traffic modelling and predicted traffic counts for this section of motorway show that the existing two lane arrangement meets capacity requirements now and into the future.

- Repairing sections of the motorway to provide a smoother surface for motorists.
- Improving road drainage and surface for greater wet weather safety.
- Installing safety barriers as required along the motorway.

The proposal also includes upgrading three of the four ramps at the Kariong interchange to increase capacity and safety for merging traffic, including:

- Extending the southbound entry ramp lanes (to Sydney)
- Extending the northbound exit ramp lanes (to Gosford)
- Extending the northbound entry ramp (to Newcastle) and upgrading the northbound entry ramp intersection with Wisemans Ferry Road.
Participation and communication

2.1 Participation and communication objectives

The overall aim of the proposal’s consultation process is to ensure that the development of the proposal involves the community and stakeholders and considers their concerns.

Objectives of the consultation with the community and stakeholders included:

- Inform the community and stakeholders of the proposal to upgrade the motorway.
- Advise potentially directly affected stakeholders of possible construction and operation impacts.
- Seek feedback on the proposal and issues of concern from the community and stakeholders for consideration by Roads and Maritime in preparing the concept design.
- Advise stakeholders on how they may communicate concerns, complaints or suggestions related to the proposal and how they may obtain further information.

2.2 Community and stakeholder identification

A number of community and stakeholder groups were identified for inclusion in the participation and communication process. These groups included:

- **Nearby property owners, residents and businesses** including those potentially affected by the proposal and construction impacts.
- **Community members and groups** including road users, cyclists and pedestrians within the wider Central Coast area.
- **Business community** including local businesses, services and facilities, in particular businesses within the Kariong industrial precinct.
- **Commuter population and transport groups and services** including motorists, motoring representative groups, heavy vehicle industry and freight groups.
- **Emergency services.**
- **Utility providers.**
- **Environmental organisations and groups.**
- **Indigenous groups** including the Darkinjung People and Local Aboriginal Land Council.
- **Government agencies and representatives** including Gosford City Council and elected government representatives.

Potential stakeholders were reviewed throughout the proposal to ensure that all had the opportunity to be included in the participation and communication activities.

2.3 Participation and communication tools and activities

The proposal was displayed for public comment from 30 May 2014 to 27 June 2014. Participation and communication activities conducted for the proposal included:

- Community update mail out to about 2500 local residents and businesses around the proposal area
- Community information session
2.3.1 Community update

A community update was delivered to around 2500 properties around the proposal area. A copy of the community update is available in Appendix A.

Copies of the community update were also available at:

- Roads and Maritime website
- Service NSW, Gosford
- Roads and Maritime Central Coast Office, Woy Woy
- Office of the Member for Gosford.

The document included:

- The background to the proposal
- Features and benefits of the proposal
- Potential impacts of the proposed construction activities
- How the community and stakeholders could provide comments and feedback
- Proposal contact details.

2.3.2 Community information session

A community information session was held on 19 June 2014 between 4pm and 7pm at The Hill Youth Centre in Kariong. Community members were invited to view the plans and discuss the proposal with the project team.

2.3.3 Roads and Maritime website

The proposal was available to view on the Roads and Maritime website at rms.nsw.gov.au and is currently active. The project web page includes:

- Details of the proposal background
- Features and benefits of the proposal
- Links to proposal documents and community updates
- Information on the next steps for the project
- Project team contact details.

The web page is updated throughout all stages of the proposal to keep the community informed of planning progress. The URL to the project web page is:

2.3.4 Static displays

The proposal was displayed with the community update at the following locations:

- Service NSW, Gosford
- Roads and Maritime Central Coast Office, Woy Woy
- Office of the Member for Gosford.

2.3.5 Newspaper advertisements

Newspaper advertisements were placed in the Central Coast Express Advocate on 6 June 2014 and 13 June 2014 to invite the community to comment on the proposal and advise of the information session and comments closing date. A copy is provided in Appendix B.

2.3.6 Media activities

A media release inviting community comment on the proposal was issued on 30 May 2014. A second media release was issued on 17 June 2014 to remind the community to comment on the proposal prior to the comment closing date. Media coverage included articles in the Central Coast Express Advocate on 6 June and 20 June.

Copies of the media releases and media coverage are included in Appendix C.

2.3.7 Submission response letters/emails

Individual responses were provided to community members and stakeholders who provided their comments and contact details to Roads and Maritime.

These responses were provided in the form of an email or letter (depending on the nature of the submission) which addressed any issues raised. Where relevant, the responses provided details of studies being undertaken to assess potential impacts of the proposal and provided contact details if further discussion was required.

2.3.8 Stakeholder briefings and presentations

Briefings were carried out with Gosford City Council and the Member for Gosford.

2.3.9 Proposal contact details

Proposal contact details were provided in all communications materials. A number of contact mechanisms were provided to enable community members to contact Roads and Maritime should they wish to provide comments or ask questions.

- Telephone: (02) 4379 7001.
- Email: Central.Coast.Office@rms.nsw.gov.au.
- Mail: Roads and Maritime Services Central Coast Office, Upper Level, The Pavilion, 29-37 George Street (PO Box 766), Woy Woy 2256.
3 Participation and communication outcomes

The community and stakeholder comment period was held from 30 May to 27 June 2014. During this period, Roads and Maritime received responses from 13 respondents about a range of issues.

Comments were received through:

- 8 written submissions
- 5 discussions at the community information session.

Due to the open format nature of submissions, some submissions and feedback forms contained multiple comments and raised multiple issues.

The responses received were reviewed and categorised first by issue and then by sub issue in order to identify potential groupings of themes, while noting that frequency of occurrence of a comment or issue is not necessarily the only indicator of relevance or importance.

It is important to note that Roads and Maritime follows issues based decision making. This means that although preferences on options and frequency of a comment or issue are noted, Roads and Maritime examines the issues raised throughout the consultation period using a fact based assessment process to assist in identifying a preferred option.

The next section details the issues that were commonly raised and Roads and Maritime responses to these issues.

3.1 Key issues

Issues raised related to five categories:

- Noise and vibration (37%)
- Design (30%)
- Operational management (20%)
- Construction (8%)
- Consultation (5%).
Figure 3.1  Distribution of comments by key issue

Table 3.1  Key issues by category and number of comments received

<table>
<thead>
<tr>
<th>Issue</th>
<th>Primary category</th>
<th>Number of comments made about this issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operational traffic noise and noise mitigation measures</td>
<td>Noise and vibration</td>
<td>13</td>
</tr>
<tr>
<td>Lane arrangements</td>
<td>Design</td>
<td>6</td>
</tr>
<tr>
<td>Pavement treatment</td>
<td>Design</td>
<td>4</td>
</tr>
<tr>
<td>Construction period/timing</td>
<td>Construction</td>
<td>3</td>
</tr>
<tr>
<td>Existing traffic conditions at the Kariong interchange</td>
<td>Operational management</td>
<td>3</td>
</tr>
<tr>
<td>Maintenance of existing infrastructure (repairs to fencing along the motorway)</td>
<td>Operational management</td>
<td>2</td>
</tr>
<tr>
<td>Impacts to wildlife (native and/or feral)</td>
<td>Operational management</td>
<td>2</td>
</tr>
<tr>
<td>Land acquisition</td>
<td>Design</td>
<td>2</td>
</tr>
<tr>
<td>Consultation process</td>
<td>Consultation</td>
<td>2</td>
</tr>
<tr>
<td>Construction noise impact assessment</td>
<td>Noise and vibration</td>
<td>1</td>
</tr>
<tr>
<td>Bushfire risk</td>
<td>Operational management</td>
<td>1</td>
</tr>
</tbody>
</table>

3.1.1  Operational traffic noise and noise mitigation measures

A number of respondents made comments about existing traffic noise and how it has increased significantly over time, adding their concern future traffic growth will make matters worse. The nature of noise mitigation measures to be included as part of the proposal was an issue for some respondents. The majority of these comments related to whether noise walls/barriers would be installed, either in specific sections or along the length of the proposal.

Existing noise issues associated with the motorway included noise from heavy vehicles, including compression braking and engine noise, and general traffic noise that some respondents claim can
be heard 24 hours per day, seven days per week. One respondent advised that they experience the most traffic noise on Tuesday and Wednesday nights. Concerns about road noise impacts on land value were also raised.

Respondents enquired about whether the proposal would include noise attenuation measures and whether consideration had been given to the installation of noise barriers along the motorway to reduce noise impacts on surrounding properties. One respondent requested a noise wall be installed on their property.

Rods and Maritime response

Operational traffic noise modelling is being carried out as part of the Review of Environmental Factors (REF) to compare the current traffic background noise with future predicted noise levels. This includes noise generated by heavy vehicles. The outcome of this assessment will be included in the REF report.

Noise attenuation measures could be recommended should either of the following occur:

- The total operational noise after completion of the proposal is found to be above an identified level.
- The change in operational noise after completion of the proposal is found to be above an identified level.

A very small increase in operational noise may take place when the proposed upgrade is completed due to slight changes in the road geometry. However improvements to the pavement surface may mitigate this potential noise increase.

Potential management measures outlined in the REF for consideration may include road design, traffic management, quieter road surfaces, window glazing and noise barriers. Properties that would be potentially impacted by traffic noise would be identified and specific individual noise treatments for properties would be discussed with relevant property owners.

It should be noted that the limitations of noise walls and difficulties associated with noise mitigation for larger, more isolated properties were explained to respondents who raised this issue. It was also explained that window glazing treatments are intended to address noise impacts and not light.

3.1.2 Lane arrangements

Several comments were made regarding the proposed lane arrangements, including suggestions for additional lanes along the motorway between the Kariong interchange southbound exit and entry ramps to include the 1.5 kilometre section that will not be extended to three lanes, and improvements to existing entry and exit interchange lanes though lengthening to allow more time for traffic to merge.

Rods and Maritime response

Feedback provided by the respondents has been considered along with a range of options for lane configurations on the basis of safety, engineering feasibility and cost. These options will be described in full in the REF report.

Traffic modelling undertaken for the proposal indicates that peak traffic volumes are within the capacity of the existing two lane section of the motorway at the Kariong interchange (southbound) and will adequately carry predicted peak traffic flows for at least the next 20 years. As outlined in
the May 2014 Community Update, this section of motorway would be difficult to construct and involve high construction costs and substantial impacts to adjacent environmental sensitive areas such as Piles Creek and Brisbane Water National Park. This is mainly due to the widening of three existing bridges over Piles Creek and large retaining walls required to be installed.

3.1.3 Pavement treatment

A number of comments related to the proposed pavement treatment along the section of the motorway to be upgraded, with questions relating to the selection of appropriate materials to reduce the noise generated by traffic. Comments made included:

- Pavement material should be selected to minimise tyre noise
- Pavement should be asphalt rather than concrete to reduce noise impacts
- It is believed that diamond grinding of the concrete surface will not achieve the same noise reduction result as bitumen sealing.

*Roads and Maritime response*

It is proposed to retain most of the existing concrete pavement for the proposal consistent with the existing concrete materials used in this section of the motorway. It is likely that diamond grinding of the concrete road surface will be carried out as this technique has been found to have reduced noise when used previously by Roads and Maritime for other similar projects. Asphalt is also considered to have a shorter lifecycle than concrete and would be required to be replaced every 10 years, which is a noisy and disruptive process in itself.

The noise issues associated with pavement treatment would be considered in the REF and will be further considered during detailed design.

3.1.4 Construction period/timing

Several comment sought more information on the planned start-date and timeline for construction of the proposal.

*Roads and Maritime response*

The construction period is anticipated to be about two years and is scheduled to start in 2017, subject to completion of design and planning approvals. Not all construction activities would be undertaken at once and some activities could occur intermittently. Construction is scheduled for completion in 2019.

3.1.5 Existing traffic conditions at the Kariong interchange

Comments relating to the existing traffic conditions on the motorway were received, particularly regarding the decision not to widen the 1.5 kilometre section of the southbound motorway at the Kariong interchange as discussed at 3.1.2.

Respondents were concerned that a bottle neck would be created at that section of the motorway if widening is not undertaken and that the risk of crashes would become more likely. It was also stated that as predicted future traffic volumes are known to steadily increase, this section might as well be upgraded now.
Other comments relating to the Kariong interchange included the merging of traffic from entry ramps onto the motorway and that merging lanes are not long enough for the driver to reach a safe merging speed.

**Roads and Maritime response**

Issues raised regarding merging and speed variability on the Kariong interchange ramps are being considered as part of the concept design process. It has been proposed that the interchange will be upgraded by:

- Extending the southbound entry ramp lanes (to Sydney)
- Extending the northbound exit ramp lanes (to Gosford)
- Extending the northbound entry ramp (to Newcastle) and upgrading the northbound entry ramp intersection with Wisemans Ferry Road.

Regarding the two lane southbound section of the motorway between the Kariong Interchange ramps, investigations and traffic modelling undertaken to date indicate that this section has the capacity to adequately carry predicted peak traffic flows for at least the next 20 years. Traffic volumes in this section are considerably lower than north of the exit-ramp to Wisemans Ferry Road and south of the entry-ramp from the Central Coast Highway. This is due to a large proportion of motorway traffic going into and coming out of Gosford using the Kariong Interchange.

As explained in 3.1.2 and the May 2014 Community Update, the project cost and environmental impacts of widening this section of the motorway are significant. This is due to the requirement to widen the three existing bridges over Piles Creek and large retaining structures required to be installed.

### 3.1.6 Maintenance of existing infrastructure

The submissions raised concerns regarding the condition of existing wire fencing along the motorway and whether these will be repaired and maintained as part of the proposal. One respondent is concerned that the existing fencing is insufficient to protect animals from attempting to cross the motorway. Extensions and repairs to fencing were requested.

**Roads and Maritime response**

Any issues relating to existing fencing are a maintenance related issue and are outside the scope of the proposal, unless the REF recommends otherwise. The issue has been referred to Roads and Maritime maintenance for investigation.

### 3.1.7 Impacts to wildlife

The submissions raised some concerns regarding the risk of wildlife such as feral deer and livestock crossing the motorway, resulting in accidents. It was also stated that there is a need to protect livestock on adjacent agricultural properties and that existing fencing along the motorway is insufficient and in need of repair, as discussed in section 3.1.7 above.

**Roads and Maritime response**

Property owners are required to ensure that all of their animals are properly controlled and this includes the property owner providing fencing if required. Where Roads and Maritime has a fence
for other reasons, such as to prevent animals entering the motorway for safety reasons, Roads and Maritime will investigate the need to provide repairs or upgrade as part of the REF process.

3.1.8 Land acquisition

Two respondents questioned whether any private land is to be acquired as part of the proposal.

**Roads and Maritime response**

The proposal currently does not require any property acquisition as widening works would be undertaken in the central median of the motorway and works on the Kariong interchange would occur within the existing road corridor owned by Roads and Maritime.

3.1.9 Consultation process

Several questions relating to the consultation process were raised by respondents. Questions included:

- Have Darkinjung Local Aboriginal Land Council (LALC) been contacted?
- Will Roads and Maritime advise if the residents of Kariong will be notified of the final outcome of this consultation process?

It should be noted that the proposal also received general support from a number of respondents.

**Roads and Maritime response**

Consultation for the proposal has been conducted in accordance with NSW Government guidelines and will be detailed in the REF.

The Darkinjung LALC has been contacted and joint site assessments of Aboriginal heritage have been undertaken for the proposal with the Darkinjung LALC and a specialist archaeologist. This specialist report will be included in the REF for viewing.

As part of the environmental impact assessment currently being undertaken, a draft REF document will be released for public comment in 2014/15. The community would be advised when the REF is available for comment. For enquiries and submissions outside of the REF process, the project website contains details for how to contact the project manager.

3.1.10 Construction noise impact assessment

Noise issues raised by respondents generally did not relate directly to construction noise, however, general concerns about increased noise impacts from the proposal were raised. The proposal does have the potential to cause construction noise impacts and this is being investigated as part of the REF.

**Roads and Maritime response**

Roads and Maritime has commissioned a detailed pre-construction and post-construction noise modelling to predict likely construction noise levels at all locations along the proposal length. The outcomes of this assessment will be provided in full in the REF report. Management measures will be developed as part of this, including measures to consult with potentially affected residents and to minimise constructed noise impacts wherever possible.
Some night work would be required as part of the proposal to minimise traffic disruptions and ensure the safety of workers. Night work would be carried out for emergency, safety, environmental or other related purposes and would be limited to activities of minimal noise impact wherever possible.

Work would be carried out in accordance with the Roads and Maritime Environmental Noise Management Manual (December 2001) and the NSW Office of Environment and Heritage Interim Construction Noise Guidelines (July 2009).

3.1.11 Bushfire risk

Concerns were raised by one resident regarding bushfire risks and the general condition of a neighbouring property.

*Roads and Maritime response*

Private property issues are unrelated to the proposal and would be best referred to Gosford City Council or the Rural Fire Service.
4 Conclusion and recommendations

Based on community feedback received during the community comment period, respondents were generally supportive of the proposal to upgrade the M1 Pacific Motorway between the Kariong and Somersby interchanges to provide three lanes in each direction for a total length of 8 kilometres.

The majority of feedback received related to the upgrade design and potential construction and operation impacts, in particular noise and traffic impacts. These key areas of potential impact and mitigation activities will be considered in the REF.

Roads and Maritime will work closely with potentially affected property owners and stakeholders in relation to potential impacts during the planning for this project. Roads and Maritime will do this by:

- Informing the community and stakeholders of consultation outcomes and the next steps for the proposal via publication of this report.
- Continuing to carry out participation and communication activities as the proposal progresses. This includes consultation with potentially affected stakeholders in relation to potential construction impacts such as noise.
- Ensuring community and stakeholder comments and suggestions are considered in the ongoing development of the proposal.
- Displaying the REF and concept design for community and stakeholder comment and preparing a submissions report showing how comments and concerns have been considered in the final concept design.
5 Next steps

Planning for the proposal is a priority and moving forward Roads and Maritime will:

- Consider the issues raised in this report to prepare the REF and concept design
- Engage with the community through the Roads and Maritime website and other engagement activities to keep the community and stakeholders informed of planning progress
- Consult with nearby residents, particularly in relation to noise impacts
- Display the REF for comment prior to finalising the concept design and obtaining project approval.
Appendix A

Community update – May 2014
M1 Pacific Motorway upgrade between the Kariong and Somersby interchanges

Roads and Maritime Services is planning an upgrade of the M1 Pacific Motorway between the Kariong and Somersby interchanges to improve traffic flow and safety.

The proposed upgrade involves widening the motorway to provide three lanes in each direction and upgrading three of the four ramps at the Kariong interchange.

Stakeholders and the community are invited to comment on the proposal by 27 June 2014. Roads and Maritime will consider this feedback in carrying out the concept design and environmental impact assessment.

Background

The M1 Pacific Motorway is a critical link in the National Land Transport Network and is part of the Sydney to Brisbane corridor, which is one of the busiest transport corridors in Australia.

The eight kilometre section of the M1 between the Kariong and Somersby interchanges is currently two lanes in each direction. It is used by through traffic, including long-range freight, as well as traffic accessing the Central Coast.

The proposed upgrade would cater for the expected increase in traffic forecast as a result of predicted growth in the Central Coast, Hunter Region and North Coast along with greater freight demand.

Roads and Maritime is also planning an upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges, and at the northern end of the motorway at the Weakleys Drive and John Renshaw Drive intersection. Further details about these projects are available at rms.nsw.gov.au.
The proposal

The proposed upgrade includes:

• Widening an eight kilometre section of the motorway between the Kariong and Somersby interchanges to provide three lanes in each direction.

The widening excludes a 1.5 kilometre section of motorway on the southbound carriageway between the Kariong interchange southbound exit and entry ramps. Providing three lanes at this section would require substantial widening of the motorway, which would have a major impact on the surrounding environment and construction costs. The traffic modelling and predicted traffic counts for this section of motorway show that the existing two lane arrangement meets capacity requirements now and into the future.

• Repairing sections of the motorway to provide a smoother surface for motorists

• Improving road drainage and surface for greater wet weather safety

• Installing safety barriers as required along the motorway.

The proposal also includes upgrading three of the four ramps at the Kariong interchange to increase capacity and safety for merging traffic, including:

• Extending the southbound entry ramp lanes (to Sydney)

• Extending the northbound exit ramp lanes (to Gosford)

• Extending the northbound entry ramp (to Newcastle) and upgrading the northbound entry ramp intersection with Wisemans Ferry Road.

Benefits of the proposal

Key benefits of the proposal include:

• Increased traffic capacity along the motorway

• More reliable travel times now and into the future

• A smoother road surface for motorists

• Improved traffic capacity and safety for motorists using the Kariong interchange ramps

• Reduced maintenance costs in the future.

Key impacts

The proposed upgrade would involve a range of construction activities that would be disruptive for motorists, nearby residents and a range of stakeholders. Roads and Maritime will work with stakeholders during the planning process to understand and consider any issues of concern.

The proposed upgrade would involve widening the motorway into the median to provide the additional lane in each direction, which would help minimise impact on the surrounding environment.

Construction impacts may include:

• Changes to the travel lane arrangements but two lanes in each direction would be maintained during peak periods. Lane closures outside peak travel periods may cause delays and disruptions to traffic flow

• Reduced speed limits through the work zone may also cause delays and disruptions to traffic flow

• Night work would be required at times and may cause noise and lighting impacts for nearby residents.

Involving the community and stakeholders

Roads and Maritime will work with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities. Stakeholders and the community are invited to comment on the proposal by 27 June 2014.

Roads and Maritime will consider the feedback received for future planning including development of the concept design and environmental impact assessment.

Next steps

Upcoming planning activities include:

• Community and stakeholder discussions

• Consultation with nearby residents and businesses

• Environmental impact assessment

The timing of construction has not yet been confirmed.
Project development process

PLANNING AND INVESTIGATIONS

CONSULTATION ON THE PROPOSED UPGRADE

CONCEPT DESIGN AND ENVIRONMENTAL IMPACT ASSESSMENT

APPROVAL TO PROCEED

DETAILED DESIGN

CONSTRUCTION

Please send us your feedback by:
Phoning: Theodoros Stephanou, Project Development Manager on (02) 4379 7015 (during business hours)
Emailing: Central.Coast.Office@rms.nsw.gov.au
Writing to: Theodoros Stephanou, Project Manager RMS Central Coast office PO Box 766 Woy Woy NSW 2256

Community information session
Stakeholders and the community are invited to attend an information session on 19 June between 4pm and 7pm at:
The Hill Youth Centre
98 Mitchell Drive
Karingo NSW 2250
Comments on the proposal are invited by 27 June 2014.
Information is also available on the website at rms.nsw.gov.au

Roads and Maritime Services
Privacy: Roads and Maritime Services is subject to the Privacy and Personal Information Protection Act 1998 (“PPIP Act”) which requires that we comply with the Information Privacy Principles set out in the PPIP Act.
All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise Roads and Maritime will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by Roads and Maritime at 29–37 George Street, Woy Woy NSW 2256. You have the right to access and correct the information if you believe that it is incorrect.

RMS 14.173
Appendix B

Newspaper advertisement
M1 Pacific Motorway widening between Kariong and Somersby

Roads and Maritime Services is planning an upgrade of the M1 Pacific Motorway between the Kariong and Somersby interchanges to improve traffic flow and safety.

The proposal involves widening the motorway to provide three lanes in each direction and upgrading three of the four ramps at the Kariong interchange.

The plans are available at rms.nsw.gov.au and at the Gosford Service NSW centre.

You are invited to attend an information session:

Where: The Hill Youth Centre,
       98 Mitchell Drive at Kariong.

When: Thursday 19 June from 4pm to 7pm.

Comments on the proposal are invited by Friday 27 June 2014.

Feedback will be considered by Roads and Maritime in carrying out the concept design and environmental impact assessment.

For more information contact Theodoros Stephanou on (02) 4379 7015,
email: Central.Coast.Office@rms.nsw.gov.au
or visit rms.nsw.gov.au/roadprojects
Appendix C

Media releases and coverage
COMMUNITY FEEDBACK SOUGHT ON PROPOSED M1 UPGRADE AT KARIONG

Roads and Maritime Services is inviting comment on the planned upgrade of the M1 Pacific Motorway between the Kariong and Somersby interchanges, with the proposal now on public display.

Parliamentary Secretary for Transport and Roads Ray Williams MP said the proposed upgrade aimed to improve safety and traffic flow along this section of the motorway and provide better travel times for motorists into the future.

“The M1 Motorway is a critical link in the national land transport network and is part of the Sydney to Brisbane corridor, which is one of the busiest in Australia,” Mr Williams said.

“This upgrade involves widening an eight kilometre section of the M1 to provide three lanes in each direction and upgrading three of the four ramps at the Kariong interchange.

“The southbound entry ramp to Sydney, the northbound exit ramp to Gosford and entry ramp to Newcastle would all be extended, while the intersection with Wisemans Ferry Road would be upgraded.

“The ramp upgrades would improve safety for merging motorists. An improved road surface and better drainage will ensure safer conditions, particularly in wet weather.”

Mr Williams said a 1.5 kilometre section southbound between the Kariong interchange exit would be excluded from widening.

“Three lanes at this location would have a substantial impact on the surrounding environment and building costs,” Mr Williams said.

“Traffic modelling has shown the existing two lane arrangement meets capacity requirements now and into the future.”

The community and stakeholders are invited to comment on the proposal by June 27 and the display can be viewed at www.rms.nsw.gov.au or the Gosford Service NSW Centre.

Roads and Maritime will consider the feedback received in developing the concept design and environmental impact assessments.

Improvements to this section of the M1 Motorway would complement the proposed widening of the motorway between the Tuggerah and Doyalson interchanges and complete six lanes on the M1 between Sydney and Doyalson.
17 JUNE 2014

COMMUNITY MEMBERS REMINDED TO HAVE A SAY ON M1 UPGRADE FROM KARIONG AND SOMERSBY

Roads and Maritime Services reminds the community they have until Friday 27 June to have a say on the planned upgrade of the M1 Pacific Motorway between the Kariong and Somersby interchanges and attend an information session this Thursday.

“The community is invited to give feedback to the proposal to improve safety and traffic flow along this section of the motorway which aims to improve travel times and capacity for motorists into the future,” a Roads and Maritime Services spokesperson said.

“The proposed upgrade involves widening an eight kilometre section of the M1 between the Kariong and Somersby interchanges to provide three lanes in each direction.

“The widening excludes a 1.5 kilometre section of the motorway on the southbound carriageway between the Kariong interchange southbound exit and entry ramps. The proposal also includes upgrading three of the four ramps at the Kariong interchange.

“Feedback received by 27 June will be used to develop the concept design and inform the review of environmental factors for the project,” the spokesperson said.

“Extensions are proposed of the southbound entry ramp to Sydney, the northbound exit ramp to Gosford and north bound entry ramp to Newcastle with further upgrades of the intersection at the northbound entry ramp and Wisemans Ferry Road.

“The ramp upgrades aim to improve safety for merging motorists. An improved road surface and better drainage will ensure safer conditions, particularly in wet weather.”

Community members are invited to an information session this Thursday 19 June from 4pm to 7pm at The Hill Youth Centre, 98 Mitchell Drive at Kariong to meet project team members and find out more about the proposal.

To view the proposal online visit www.rms.nsw.gov.au or view a hard copy at the Gosford Service NSW Centre, corner of Henry Parry Drive and William St at Gosford.

Community members will be kept informed as planning progresses.

CONTACT: Roads and Maritime Services Media Unit: 8588 5999
KARIONG

Give feedback to RMS about M1 upgrades

ROADS and Maritime Services is inviting comment on the planned upgrade of the M1 (formerly F3) between the Kariong and Somersby interchanges.

The proposal, which is now on public display, involves widening an 8km section of the M1 to provide three lanes in each direction and upgrading three of the four ramps at the Kariong interchange.

The community and stakeholders are invited to comment on the proposal by June 27.

Meanwhile, the display can be viewed at rms.nsw.gov.au or the Gosford Service NSW Centre.

Roads and Maritime Services will consider the feedback received in developing the concept design and environmental impact assessments.

A spokesman said improvements to this section of the M1 would complement the proposed widening of the motorway between the Tuggerah and Doyalson interchanges and would also complete six lanes on the M1 between Sydney and Doyalson.
KARIONG

Time to have your say on the planned M1 upgrade

RESIDENTS have until Friday, June 27, to have a say on the planned upgrade of the M1 Pacific Motorway between the Kariong and Somersby interchanges.

A Roads and Maritime Services (RMS) spokesman said the aim of the upgrade was to improve travel times and capacity for motorists into the future.

“The proposed upgrade involves widening an 8km section of the M1 between the Kariong and Somersby interchanges to provide three lanes in each direction,” the spokesman said.

“The widening excludes a 1.5km section of the motorway on the southbound carriageway between the Kariong interchange southbound exit and entry ramps.

“The proposal also includes upgrading three of the four ramps at the Kariong interchange.”

The spokesman said feedback from the community would be used to develop the concept design and inform the review of environmental factors.

To view the proposal online, simply visit rms.nsw.gov.au or view a hard copy at the RMS Gosford Service NSW Centre on the corner of Henry Parry Drive and William St at Gosford.

The spokesman said community members would be kept informed as planning of the work progressed.