



Intersection improvements at the Princes Highway and Heathcote Road, Engadine

Community Consultation Report

August 2017



THIS PAGE LEFT INTENTIONALLY BLANK

Executive summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders on a proposal to widen Heathcote Road to accommodate an additional eastbound right turn lane from Heathcote Road on to Princes Highway.

The NSW Government is funding this proposal as part of its \$300 million Gateway to the South Pinch Point Program which aims to ease congestion and improve journey reliability on Sydney's key southern corridors.

This proposal includes:

- additional short lane eastbound on Heathcote Road for traffic going straight ahead or turning right
- keeping the existing left turn slip lane from Heathcote Road onto Princes Highway
- keeping the existing left turn slip lane from Princes Highway onto Heathcote Road.

Roads and Maritime invited feedback on the proposal in May and June. We received feedback from 56 people, with 32 supporting the proposal, 18 not stating a preference and six not supporting the proposal. Key points raised included:

- keeping the additional shared left eastbound lane for left turn only
- phasing of the traffic lights
- safe pedestrian crossing at the intersections

We thank everyone for considering the proposal and for their feedback.

The decision

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal with a minor change. This includes:

- reconfiguring line markings on the eastern approach out of Wilson Parade to provide two dedicated right turn lanes on to Princes Highway northbound, with a single through lane on to Heathcote Road westbound, and left slip lane on to Princes Highway.

We will continue to keep the community and stakeholders informed as the project progresses.

Contents

Executive summary.....	1
The decision.....	1
1. Introduction.....	3
1.1. Background	3
1.2. The proposal.....	3
2. Consultation approach	5
2.1. Consultation objectives	5
2.2. How consultation was done	5
3. Consultation summary	6
3.1. Overview.....	6
3.2. Feedback and Roads and Maritime's responses.....	6
4. Decision.....	12
5. Next steps.....	12
6. Appendices.....	13
6.1. Appendix A – 'Have your say' letter May 2017	13
6.2. Appendix B – Distribution map.....	15

Figures and tables

Figure 1-Proposed Intersection improvements at the Princes Highway and Heathcote Road, Engadine	4
Figure 2-Updated Intersection improvements at the Princes Highway and Heathcote Road, Engadine	4
Table 1- Feedback summery and Roads and Maritime's response.....	7

1. Introduction

1.1. Background

The intersection of Princes Highway and Heathcote Road has been identified as part of the NSW Government's \$300 million Gateway to the South Pinch Point Program.

This program aims to address critical pinch points along the A1, A3 and A6 routes south of the M5 Motorway, including the Princes Highway. It focuses on short to medium term solutions to improve journey reliability for all road traffic including buses and freight.

Princes Highway is the principal route linking southern coastal towns of NSW with Sydney. In a Regional context, Princes Highway is one of three routes that cross the Georges River to link the Sutherland Shire (population 226,220) with the Sydney CBD and the inner southern and inner western suburbs of Sydney.

Currently, there are a large number of vehicles turning right out of Heathcote Road on to Princes Highway southbound, causing congestion and delays for road users through the intersection.

1.2. The proposal

Roads and Maritime is proposing to widen Heathcote Road to accommodate an additional eastbound right turn lane from Heathcote Road on to Princes Highway.

The proposal included:

- additional short lane eastbound on Heathcote Road for traffic going straight ahead or turning right
- keeping the existing left turn slip lane from Heathcote Road onto Princes Highway
- keeping the existing left turn slip lane from Princes Highway onto Heathcote Road.

We have included a map to show the location of the proposed intersection improvements.

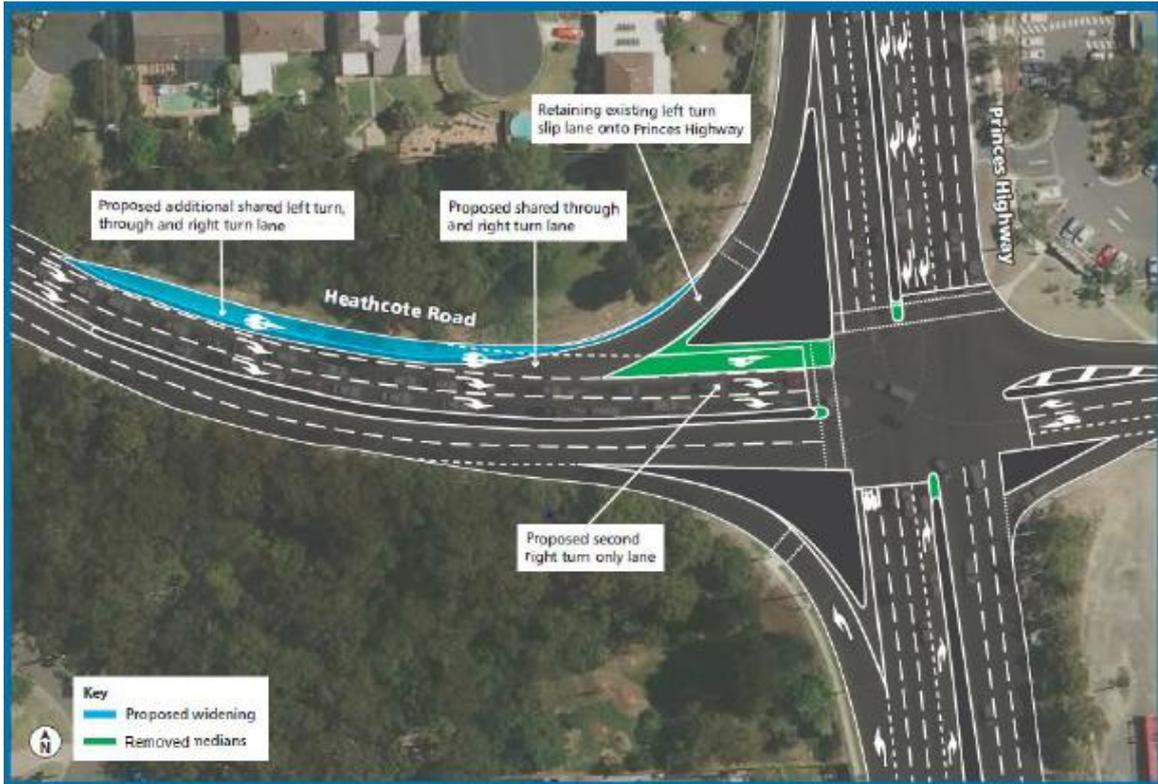


Figure 1-Proposed Intersection improvements at the Princes Highway and Heathcote Road, Engadine

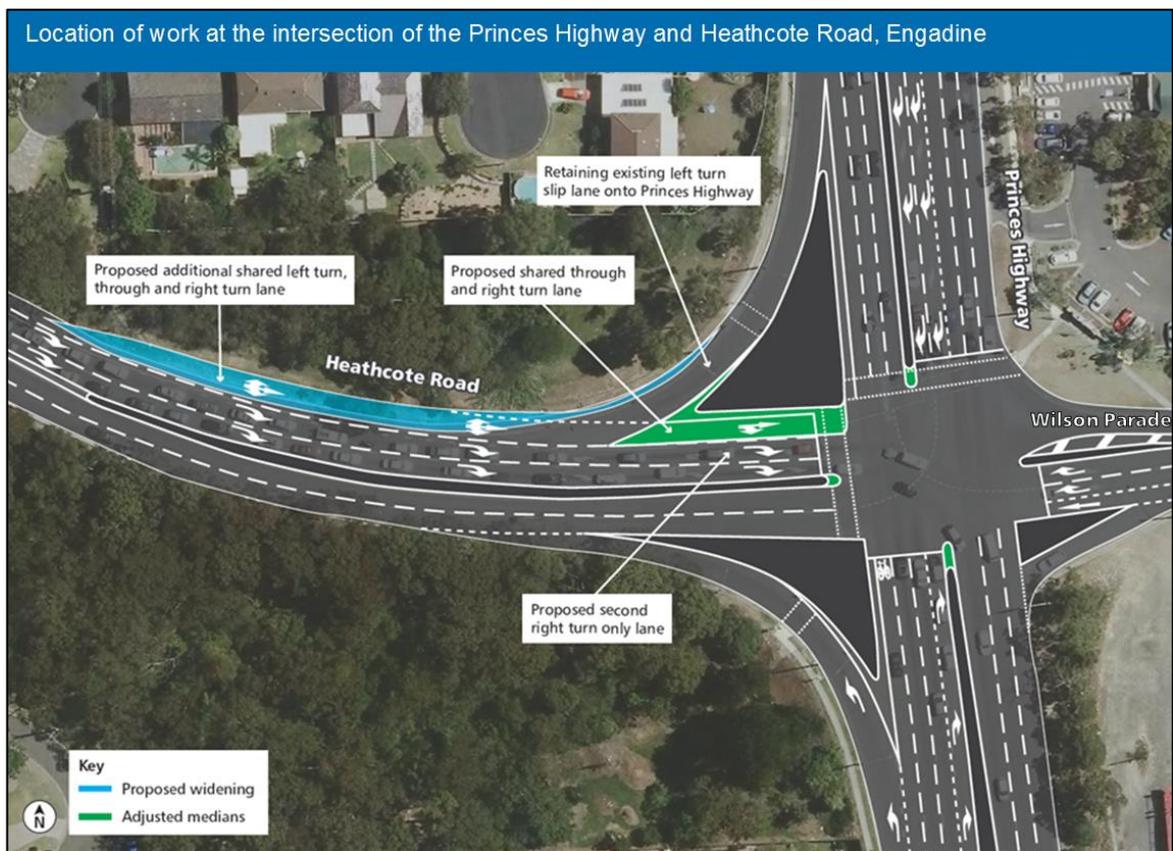


Figure 2-Updated Intersection improvements at the Princes Highway and Heathcote Road, Engadine

2. Consultation approach

2.1. Consultation objectives

We consulted with the community and key stakeholders on the proposal to:

- Seek comment, feedback, ideas, and suggestions for us to consider when making a decision
- Build a database of interested and concerned community members with whom we can continue to engage during the proposal's development and delivery.

2.2. How consultation was done

Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the project team.

We distributed approximately 2400 letters (appendix A) to local residents, businesses (Appendix B) inviting feedback on the proposal. Copies were also provided to key stakeholders.

3. Consultation summary

3.1. Overview

We received feedback from 56 people, with 32 supporting the proposal, 18 not stating a preference and six not supporting the proposal. Key points raised included:

- keeping the additional shared left eastbound lane for left turn only
- phasing of the traffic lights
- safe pedestrian crossing at the intersections

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal with a minor change. This change includes:

- reconfiguring line markings on the eastern approach out of Wilson Parade to provide two dedicated dual right turn lanes on to Princes Highway northbound, with a single through lane on to Heathcote Road westbound, and a left slip lane on to Princes Highway.

3.2. Feedback and Roads and Maritime's responses

Roads and Maritime has provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented, as well as in this report, which will be made available to the public.

All comments have been considered to help Roads and Maritime make decisions on this proposal. Matters raised during consultation that are not within Roads and Maritime's area of responsibility have been forwarded to the relevant departments.

Table 1- Feedback summary and Roads and Maritime's response

Category	Key matters raised	Roads and Maritime's response
<p>In favour of the proposal</p> <p>32 submissions</p>	<p>My comments are 'about time'. I think extending the left turning shoot to head to Engadine from coming up Heathcote Road is well overdue.</p> <p>My wife & I are really excited about the proposed improvement. We both have trouble at that intersection several times each day!!</p> <p>Congratulations on these much needed improvements to the above intersection.</p> <p>I received a copy of your proposal as a resident of East Heathcote. I think it will be great for traffic as I often get stuck while trying to cross the Hwy heading east.</p>	<p>Roads and Maritime thank you for your comments on the proposal. We acknowledge and appreciate your support.</p>
<p>Opposed to the proposal</p> <p>Six submissions</p>	<p>You say the large numbers of vehicles turning right out of Heathcote Road are causing congestion and delays - I do not agree with that. I believe that this proposal is an expensive attempt to fix a non-existent problem, and the money involved would be better spent elsewhere, e.g. on the bridge at the bottom of the hill, or maybe look at the situation on the Highway from Kirrawee to Engadine (southbound).</p> <p>If you put three lanes turning right it is just a waste of tax payer money. Leave the intersection as it is and put it into the highly dangerous Heathcote Rd. as that is well past needing an upgrade.</p> <p>I'm asking for the money to be better spent making the road safer rather than making it a couple of minutes less wait time for those who have managed to make it safely along that road to the intersection.</p> <p>Your proposal is only a stop gap measure. Unfortunately this intersection has a history of regular minor changes. You should be aiming for more substantial and significant improvements, so it will not be necessary to do further improvements in the near future.</p> <p>It will be cheaper to do the job once and do it properly!</p>	<p>The Heathcote Road and Princes Highway intersection was identified as part of the Gateway to South Pinch Point Program which focuses on addressing pinch points on the Princes Highway (A1), King Georges Road (A3) and Heathcote Road (A6) corridors.</p> <p>Currently, there are a large number of vehicles turning right out of Heathcote Road which conflict with movements out of Wilson Parade, and the major movements on the Princes Highway, which cause congestion and delay for road users during the peak periods. The proposal has been designed to improve the intersection efficiency allowing additional capacity and improved movement of vehicles through the intersection.</p> <p>The purpose of this consultation was to seek feedback on the proposed intersection improvements at the Princes Highway and Heathcote Road, Engadine. The highway from Kirrawee to Engadine is not part of the proposal and considered out of scope for this project.</p>

Category	Key matters raised	Roads and Maritime's response
<p>Left Slip Lane</p> <p>28 comments</p>	<p>I think it is a good idea, but rather than making the new lane a straight through and right turn, make it exclusive straight through. I think an added benefit for this is that it would also help the left turning traffic as there won't be a large bank up of cars going straight meaning that there will be space for the northbound traffic to continue to move and free up congestion.</p> <p>The proposed additional shared Eastbound lane for left turn, through and right turning would be quickly obstructed by queuing right turn traffic.</p> <p>I think this additional lane should be for through and left turn traffic only.</p> <p>New lane (Lane one) should be left turn/ straight only, NOT right. If cars can turn right they will block it for left turners.</p> <p>I can't understand why in this proposal you would extend the left turn lane and then block with right turn and straight through traffic. You will make the left turn worse than it is now! Extend the lane and leave it left turn only.</p>	<p>Traffic modelling indicates the proposed improvements will increase the capacity to turn right onto the Princes Highway and allow quicker access to the left slip lane for road users turning left onto Heathcote Road, minimising the amount of right turn vehicles blocking access to the left lane.</p> <p>The proposed changes will improve the overall efficiency of the intersection and reduce congestion.</p> <p>The alternate option to dedicate the new lane as through and left only from Heathcote Road was considered and assessed during the project development phase. The traffic analysis indicated that maintaining the existing two lane right turn would not reduce the existing queues on Heathcote Road, in particular the right turning vehicles, which would continue to extend beyond (and block access) to the proposed new lane.</p>
<p>Traffic Lights</p> <p>Five comments</p>	<p>Definitely the northern side of the east bound lanes in this area need improvement, and the best part is there is room to do so.</p> <p>Do not waste all this money where it is not needed. Traffic flow will improve immediately and immensely if given a longer phase on the green traffic light.</p> <p>Another issue is turning down Heathcote Road from the Princes Highway – the traffic lights do not allow enough cars to get through.</p>	<p>Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flow. Sensors beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the light stays green varies in response to changing traffic conditions. This ensures that the traffic light phasing is operating at maximum efficiency.</p> <p>The proposal includes the triple right turn from Heathcote Road which provides additional capacity to the intersection. As a result, the SCATS software will have greater flexibility to allocate green time to all movements to ensure the traffic signals operate efficiently.</p>

Category	Key matters raised	Roads and Maritime's response
<p>Traffic Lights</p> <p>Five comments</p>	<p>At all light changes the most cars allowed to turn is usually six to eight and nearly all cars run the red to get around. Waiting traffic will build up for hundreds of yards, phasing desperately need to allow more cars through from the Heathcote east side and red light cameras need to be put in as it is at the moment very dangerous.</p>	<p>The proposal includes the triple right turn from Heathcote Road which provides additional capacity to the intersection. As a result, the SCATS software will have greater flexibility to allocate green time to all movements to ensure the traffic signals operate efficiently.</p> <p>The NSW Centre for Road Safety regularly receives requests from the community to have a speed camera installed in their local area. A new initiative of the Speed Camera Strategy is to allow NSW residents to nominate locations for speed camera enforcement. We encourage you to visit the website: saferroadsnsw.com.au/haveyoursayspeedcameras.aspx to formally nominate this location as a potential site for a speed camera. The information you provide, together with crash data and other road safety information will help to prioritise future locations for speed cameras in NSW.</p> <p>For further information on the NSW Speed Camera Strategy, visit the website: rms.nsw.gov.au/roadsafety/downloads/nsw_speed_camera_strategy.pdf.</p>
<p>Congestion</p> <p>14 comments</p>	<p>The traffic in peak hour is beyond ridiculous in the Kirrawee/Sutherland area.</p> <p>I hope the government are quick to act on the F6 extension, it's the only way the area can avoid the congestion with the ever increasing population in our city.</p> <p>I feel that the money would be far better spent widening the bridge on Heathcote Road to make it safer for all passing motorists.</p>	<p>Roads and Maritime has been conducting a study into developing the F6 Extension, a possible link between the M1 at Waterfall and the Sydney Motorway Network. The F6 extension study was identified as a priority in the NSW Long Term Transport Master Plan, 2012 and the State Infrastructure Strategy Update, 2014.</p> <p>Geotechnical analysis is now being carried out to determine the underground geology along the corridor.</p> <p>We encourage you to visit the website: http://www.rms.nsw.gov.au/projects/sydney-south/f6-corridor/index.html for project information and updates on the progress of the project.</p> <p>The purpose of this consultation was to seek feedback on the proposed intersection improvement at Princes Highway and Heathcote Road, Engadine, as part of the Gateway to the South Pinch Point Program. Widening of the bridge on Heathcote Road is not part of the proposal and considered out of scope for this project. The proposed improvements will help to ease congestion and improve traffic flow at the intersection of Princes Highway and Heathcote Road, Engadine.</p>

Category	Key matters raised	Roads and Maritime's response
<p>Congestion</p> <p>14 comments</p>	<p>What are the South Pinch Points your letter alludes to?</p> <p>So in relation to your letter you have stated this work will provide three benefits. Can you explain how these stated benefits will be achieved with the work being carried out.</p>	<p>Currently, there are a large number of vehicles turning right out of Heathcote Road which conflict with movements out of Wilson Parade, and the major through movements on the Princes Highway, which cause congestion and delay for road users during the peak periods. The proposal has been designed to improve the intersection efficiency allowing additional capacity and improved movement of vehicles through the intersection.</p> <p>The NSW Government committed \$300 million to the Gateway to the South Pinch Point Program to address critical pinch points along the A1, A3 and A6 routes south of the M5 Motorway. The program focuses on short to medium term solutions to improve travel time and reliability on Sydney's key southern corridors.</p> <p>We encourage you to visit the Gateway to the South Pinch Point Program website http://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/gateway-to-south/index.html</p>
	<p>The give way sign at the left slip lane from Princes Highway is angled towards the highway so motorists turning right from the highway gets confused. The sign should be angled back to the left slip or pulled back a bit.</p>	<p>Roads and Maritime thank you for your comments on the proposal; we acknowledge your concerns regarding the placement of the give way sign. The sign has now been adjusted and the issue rectified.</p>
	<p>Consider changing the exit from Wilson Parade to two right turns and one through lane, as there are more right turners out of Wilson Parade.</p>	<p>Roads and Maritime has assessed your proposal and decided to reconfigure line markings on the eastern approach out of Wilson Parade to provide dedicated dual right turn lanes on to Princes Highway northbound, with a single through lane on to Heathcote Road westbound, and a left slip lane on to Princes Highway.</p>
	<p>In a short notice emergency such as a major bush fire it will not be possible to evacuate what may be well in excess of 3,000 people from East Heathcote. This would result in numerous fatalities. The Bridge is totally inadequate for the amount of traffic going into and out of East Heathcote. Significant delays occur frequently, multiple times each day; this causes lots of frustration and accidents.</p>	<p>The local Rural Fire Service is in charge of facilitating the evacuation of local residents in the event of an emergency. This includes the management of traffic and access for emergency vehicles. For more information about the emergency evacuation plan, please consider contacting your local Rural Fire Service.</p>

Category	Key matters raised	Roads and Maritime's response
<p data-bbox="159 288 300 347">Pedestrian Safety</p> <p data-bbox="159 379 286 438">Seven comments</p>	<p data-bbox="369 288 1115 501">I frequently use this intersection as a pedestrian and would like to highlight the dangerous pedestrian crossings. On several occasions I have used these crossings and had several near misses where vehicles do not stop and continue through the crossing against the red traffic signal whilst the green pedestrian light is lit. It appears some drivers do not see the light until it's too late to stop and others just don't care.</p> <p data-bbox="369 533 1115 651">The left turn slip lane has traffic signals that are operational only when pedestrians are wanting to cross. It is suggested that the signals tie in the slip lane with the right turn signal from the Southbound Princes Highway.</p> <p data-bbox="369 667 1115 906">As a resident of West Heathcote and a regular walker from Daley Road to Engadine shops, on quite a number of occasion I and other pedestrians I have spoken to, have had to jump out of the way to avoid being hit by drivers speeding through the red light to either beat or meld in with this northbound traffic flow. With your proposal to extend the run-in to the corner, even greater speeds will be had thus leaving even less time for drivers to react to the blind crossing showing a RED light.</p>	<p data-bbox="1144 288 2004 406">Roads and Maritime thank you for your comments on the proposal. As part of the subsequent development phase, the Roads and Maritime project team will review operation of the traffic signals on the left turn slip lanes at Heathcote Rd.</p>

4. Decision

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

After reviewing all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal with a minor change. This change includes:

- reconfiguring line markings on the eastern approach out of Wilson Parade to provide two dedicated right turn lanes on to Princes Highway northbound, with a single through lane on to Heathcote Road westbound, and a left slip lane on to Princes Highway.

5. Next steps

Roads and Maritime Services will keep the community updated on the progress of the project and consult on a night work construction schedule in late 2017

Construction is expected to start in early to mid-2018.

6. Appendices

6.1. Appendix A – ‘Have your say’ letter May 2017



May 2017

Have Your Say – Intersection improvements at the Princes Highway and Heathcote Road, Engadine

The NSW Government is funding a proposal as part of its \$300 million Gateway to the South Pinch Points Program which aims to ease congestion and improve journey reliability on Sydney's key southern corridors.

Roads and Maritime Services is inviting your feedback by **Monday 5 June 2017** on a proposal to widen Heathcote Road to accommodate an additional eastbound right turn lane from Heathcote Road on to Princes Highway.

Currently, there are a large number of vehicles turning right out of Heathcote Road on to Princes Highway southbound causing congestion and delay for road users through the intersection.

Benefits would include:

- improved traffic flow and maximised use of road space
- improved intersection efficiency
- eased traffic congestion and improved consistency of travel times for motorists, particularly during peak hours.

This proposal includes:

- additional short lane eastbound on Heathcote Road for traffic going straight ahead or turning right
- keeping the existing left turn slip lane from Heathcote Road onto Princes Highway
- keeping the existing left turn slip lane from Princes Highway onto Heathcote Road.

We have included a map to show the location of the proposal.

How can you give feedback?

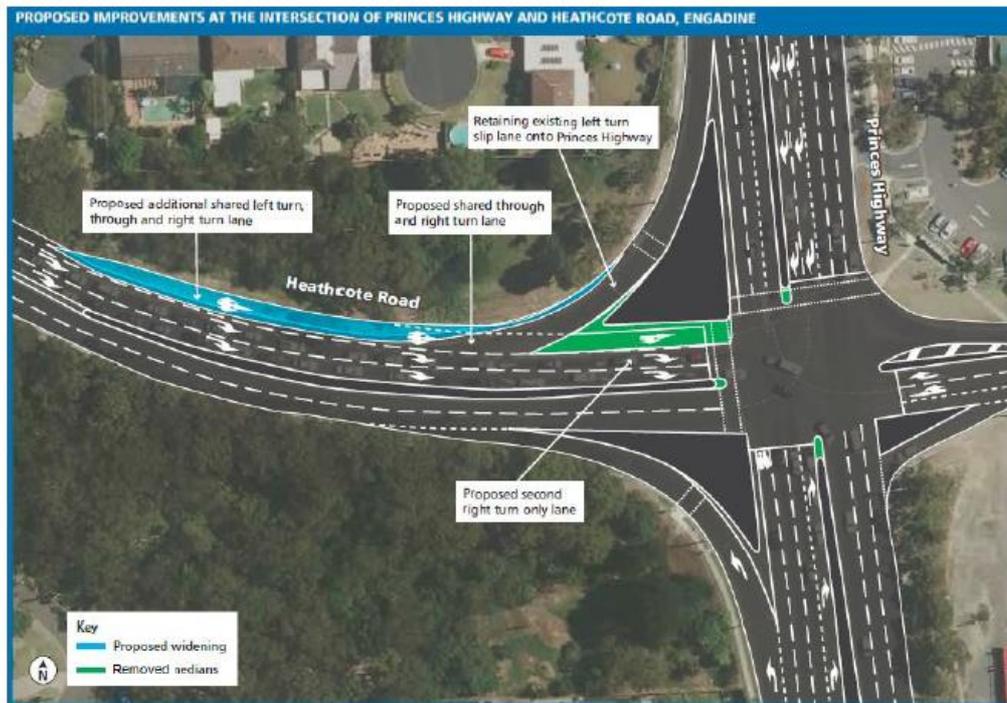
Roads and Maritime welcomes your comments on our proposal by **Monday 5 June 2017**.

Please send your comments to our Project Manager, Robin Ferdous, G2S@rms.nsw.gov.au, 02 8849 2374 or

Gateway to the South Pinch Point Program,
Roads and Maritime Services,
PO Box 973,
Parramatta NSW 2124.

Next Steps

We will carefully consider all feedback received before deciding to proceed with the proposal. A community consultation report will be prepared, summarising the matters raised and our responses. This will be made available on our website. We will keep you updated as the proposal progresses.



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 Roads and Maritime Services on 8849 2374.

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمات الترجمة العظيمة والشفهوية (TIS National) على الرقم 131 450، والطلب منهم الاتصال بوكالتكم Roads and Maritime Services على الرقم 8849 2374.

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 8849 2374 聯絡 Roads and Maritime Services。

Mandarin

如果你需要口譯員，請致電 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 8849 2374 联系 Roads and Maritime Services。

Greek

Αν χρειάζεστε διερμηνέα, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία ΤΙΣ) στο **131 450** και ζητήστε να τηλεφωνήσουν Roads and Maritime Services στο 8849 2374.

Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 8849 2374.

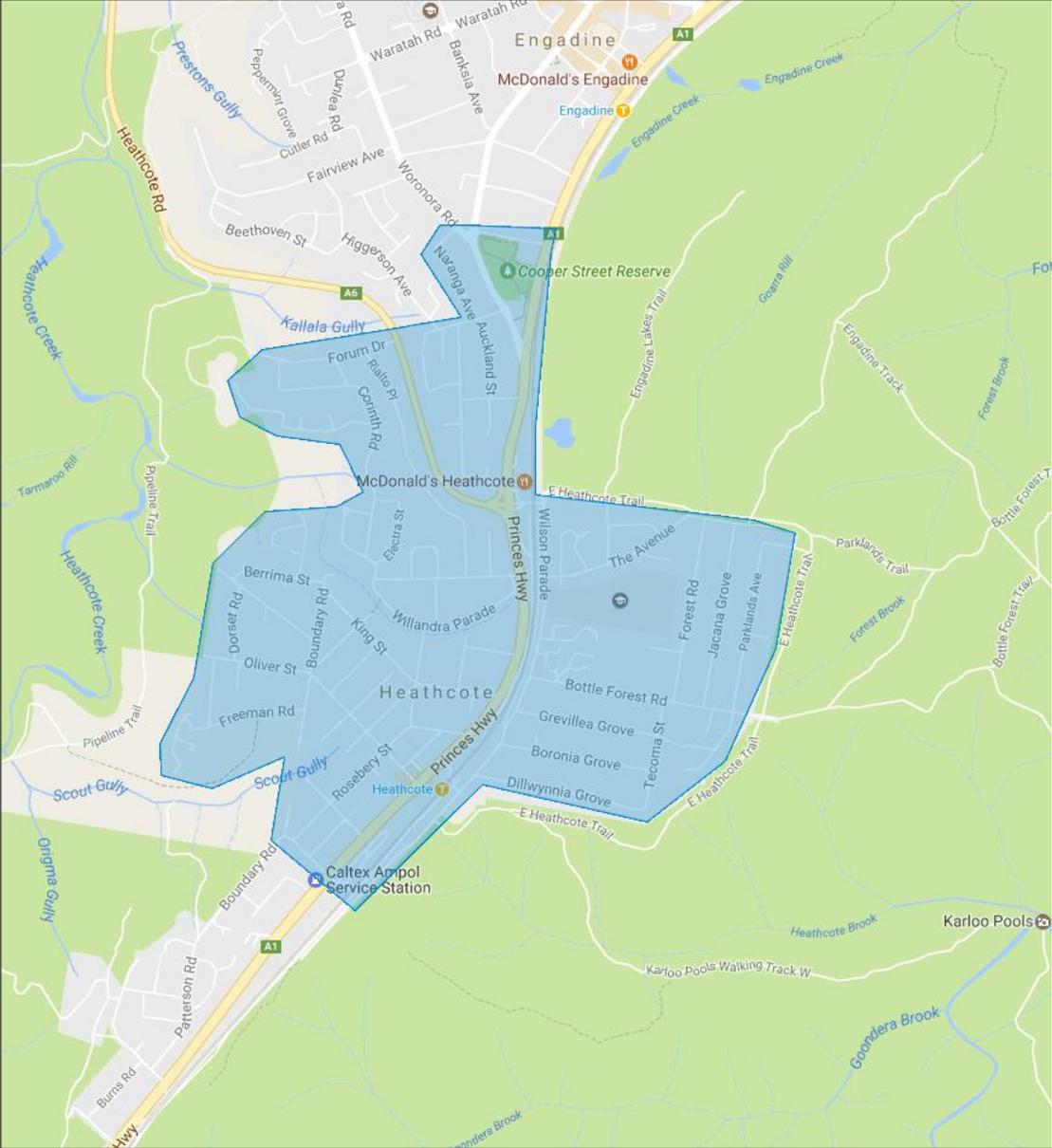
Korean

통역사가 필요하시면 번역통역서비스 (TIS National) 에 **131 450** 으로 연락하여 이들에게 8849 2374 번으로 Roads and Maritime Services 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 Roads and Maritime Services qua số 8849 2374.

6.2. Appendix B – Distribution map





rms.nsw.gov.au



13 22 13



Customer feedback
Roads and Maritime
Locked Bag 928,
North Sydney NSW 2059

August 2017
RMS 17.398
ISBN: 978-1-925659-67-2