

Princes Highway, King Georges Road and Stuart Street, Blakehurst

Community Consultation Report

Roads and Maritime Services | September 2018

Executive summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders on a proposal to improve the flow of traffic and reduce delays on Stuart Street at the intersection of the Princes Highway and King Georges Road.

The NSW Government is funding this project to ease congestion and improve travel time on Sydney's key corridors.

The proposal aimed to:

- increase efficiency of Princes Highway and King Georges Road intersection
- reduce travel times and queueing vehicles through the intersection, including queueing vehicles turning right from Princes Highway into King Georges Road and Stuart Street
- improve safety for motorists turning into Stuart Street and King Georges Road from Princes Highway.

Roads and Maritime invited feedback on the proposal in October 2017. We received feedback from 142 people, with seven people supporting the proposal, 119 people who opposed the proposal and 16 who did not state a preference.

As part of the feedback, there were 63 comments outside the scope of the proposal.

Key matters raised included:

- increased traffic congestion in the area
- increased risk to safety of motorists, pedestrians and school children
- impacts to local business, parking and vehicle access on Homebush Road
- speeding
- road surface
- traffic light phasing.

The decision

After considering all responses we have decided this project and to prioritise the adjacent Princes Highway and Torrens Street project in Blakehurst, which involves the widening of Princes Highway from Todd Park (at the King Georges Road intersection) up to Torrens Street, to remove the existing tidal flow arrangement.

This decision was based on feedback from the Council and the community, including the current needs of the community based on existing infrastructure. An assessment was made regarding the aim of the project and it was determined that the project will be cancelled. Roads and Maritime will continue to monitor this intersection as the adjacent project is completed.

We will continue to keep the community informed.

Contents

1. Introduction	5
1.1. Background.....	5
1.2. The proposal.....	5
2. Consultation approach	7
2.1. Consultation objectives	7
2.2. Values.....	7
2.3. How consultation was done	7
3. Consultation summary	8
3.1. Overview.....	8
3.2. Feedback and Roads and Maritime's responses.....	8
3.3. Decision.....	28
3.4. Next steps.....	28
4. Appendix.....	29
4.1. Appendix A – 'Have your say' letter November 2017	29
4.2. Appendix B – Distribution map.....	31

Figures and tables

Figure 1 – Proposed improvements on Princes Highway, King Georges Road and Stuart Street, Blakehurst	7
Table 1 – Feedback summary and Roads and Maritime's responses	9

1. Introduction

1.1. Background

The intersection of Princes Highway, King Georges Road and Stuart Street is the intersection of two major southern arterial roads. King Georges Road has four lanes east-bound including one left turn slip lane. Princes Highway traverses north and east with the northern approach consisting of three through lanes eastbound and an auxiliary right turn lane, the eastern approach features three lanes north-bound and three lanes west-bound. Stuart Street is designated a local council road under the jurisdiction of with two lanes northbound and one lane southbound.

A network of heavily congested residential streets and major collector roads surround this intersection. During morning peak hours (between 6.30am and 8.30am) the majority of road users travel northbound on Princes Highway and King Georges Road towards the Sydney central business district.

This is reversed during the afternoon peak (between 5pm and 7.30pm) when users are predominately returning southbound. During the afternoon school peak hours (between 3pm and 4.30pm) the major roads surrounding the intersection remain at a relatively constant volume, however the traffic volume on local streets surrounding Blakehurst High school, Mater Dei Catholic School and Baldface Public School increases. Stuart Street provides easy access to the residential areas in Blakehurst, Bald Face and Connells Point, as a result alternative routes require significant detour.

Roads and Maritime Network Operations identified the following issues with the Princes Highway, King Georges Road and Stuart Street intersection including:

- heavy vehicle flow for the through and right turn movements from Princes Highway eastern approach in both morning and afternoon peak periods
- heavy vehicle flow on the left turn from Princes Highway northern approach in both morning and afternoon peak periods
- queuing and delay of the left turn from Princes Highway northern approach due to queuing out of the right turn auxiliary lane including the right and through movement from Princes Highway north approach conflicting with the vehicle flow from Stuart Street
- extensive delays on King Georges Road west approach in both the morning and afternoon peak periods with queue lengths in excess of 250 metres
- delays in exiting the local road network via Stuart Street due to short cycle time and pedestrian protection at the crossing
- extensive delays on the Princes Highway eastern approach with city-bound queues extending beyond Torrens Street during the morning peak period.

1.2. The proposal

Roads and Maritime issued a brief to Ventia Boral Amey Joint Venture as part of the Sydney Maintenance Contract south zone to coordinate community consultation on a new proposal for improvements to increase the flow of traffic and reduce delays at the intersection of the Princes Highway, Princes Highway and Stuart Street.

The new proposal included:

- installing a concrete median eastbound on Stuart Street to improve the flow of traffic travelling through the intersection of the Princes Highway and King Georges Road.
- re-direction of vehicles exiting Stuart Street wishing to access King Georges Road and the Princes Highway via alternative routes.

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



Figure 1 – proposed improvements on Princes Highway, King Georges Road and Stuart Street, Blakehurst

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 we could continue to engage with during the proposal's development and delivery.

2.2. Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus** - We place the customer at the centre of everything we do
- **Collaboration** - We value each other and create better outcomes by working together
- **Solutions** - We deliver sustainable and innovative solutions to NSW's transport needs
- **Integrity** - We take responsibility and communicate openly
- **Safety** - We prioritise safety for our people and our customers.

2.3. 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 1,944 letters (Appendix A) to local residents, businesses and key stakeholders, (Appendix B) inviting feedback on the proposal. We also directly emailed copies of the letter to key stakeholders including MP's, Georges River Council and Mater Dei Catholic Primary School.

This part of the report only advises on consultation activity that we developed. It does not take into account other sources like word of mouth or stories published in the newspaper

3. Consultation summary

3.1. Overview

Roads and Maritime invited feedback in October 2017 about the improvements to the intersection of Princes Highway, King Georges Road and Stuart Street.

We received feedback from 142 people, with seven people supporting the proposal, 119 people who opposed the proposal and 16 who did not state a preference.

As part of the feedback, there were 63 comments outside the scope of the proposal.

Key matters raised included:

- increased traffic congestion in the area
- increased risk to safety of motorists, pedestrians and school children
- impacts to local business, parking and vehicle access on Homebush Road
- speeding
- road surface
- traffic light phasing.

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 responses

Category	Matter raised	Roads and Maritime's response
<p>Increased traffic congestion in the area</p>	<p>The proposal will cause further traffic congestion and travel times in the area.</p>	<p>Roads and Maritime acknowledges your feedback.</p>
	<p>People living in Phillip Street and Joseph Street are going to receive all the extra traffic exiting Blakehurst on already tight streets to accommodate issues on your main roads.</p>	<p>A review of the road corridor of the Princes Highway and King Georges Road identified the need for intersection improvements to improve traffic flow and safety in the Blakehurst area.</p>
	<p>Using the alternative route to access Princes Highway from Phillip Street is not a feasible alternative as peak hour traffic on King Georges Road is almost bumper to bumper.</p>	<p>The project has been cancelled until further investigations and solutions for improving traffic flow at this intersection are identified.</p>
	<p>By closing off Stuart Street for access to the Highway this will increase traffic at other intersections which will only cause congestion in other areas. It is already very difficult to turn right from Philip Street to Princes Highway.</p>	
	<p>Stuart Street is a main access and exit point for residents of Blakehurst and Baldface. If this proposed change is implemented, it will create additional congestion and safety concerns on alternative routes for drivers wishing to access King Georges Road and the Princes Highway, especially during the morning and evening peak traffic periods and school zone times.</p>	
	<p>The residents of Blakehurst and Baldface currently have limited vehicle access in and out of their suburb. Changing the access of any one of these entry and exit routes would have a major negative impact on the other routes, which are already functioning at capacity at peak times.</p>	
	<p>The Water Street area is already extremely busy and used to access the private school buses, by the local bus stop at James Street. and the Princes Highway. It cannot afford to have extra vehicles on it that can no longer use the Stuart Street exit.</p>	

<p>Closing access to the Princes Highway and King Georges Road would create greater traffic volume in Water Street, Phillip Street, Church Street, Townson Street, Hatfield Street and Terry Street. This increase in traffic volume would certainly lead to longer waiting times for traffic wanting to enter the Princes Highway.</p>	
<p>The three exits onto the Princes Highway and King Georges Road (Water Street, Stuart Street and Phillip Street) are already heavily congested in peak hour. The removal of one of the exit points will further increase the current congestion as well as contribute to congestion on the new thoroughfares.</p>	
<p>Approval has been issued for a five storey residential/commercial property on Princes Highway between Stuart Street and James Street. The traffic involved with the construction as well as the new residents and tenants will contribute to what may already be two bottlenecks at Phillip Street and Water Street.</p>	
<p>Congestion will be exacerbated with the ongoing development of medium-density residences along the Princes Highway in Blakehurst.</p>	
<p>Presently access onto Princes Highway via Stuart Street is ideal as it is a straightforward exit point from Blakehurst with very limited foot traffic. Closing Stuart Street as an exit point as proposed will cause even more congestion as local residents try to “cut across the lanes” from James Street, Townsend Street and Water Street.</p>	
<p>Blocking access out of Stuart Street onto King Georges Road and Princes Highway will only cause more congestion for residents and increase traffic via Phillip Street and Water Street.</p>	
<p>Cars, pedestrians (including children going to and from school), buses, trucks (sometimes ridiculously large trucks), exit and enter out of Phillip Street. Some mornings it takes 2 or 3 sets of traffic light changes to exit Phillip Street out onto King Georges Road and Princes Highway.</p>	

	<p>Stop the right hand turn from Princes Highway onto King George's Road; it pushes all the people onto the small side streets which cannot handle all the extra cars.</p>	
<p>Redirecting traffic from 3 exits to the proposed at Phillip and Water streets, will only create greater congestion and waiting times for residents with already limited options.</p>		
<p>Turning right from Phillip Street into King Georges Road to access Princes Highway is highly impractical due to the combined general traffic and Mater Dei School, particularly during morning and afternoon school zones.</p>		
<p>Heading down Phillip Street and turning right to enter King George's Road is virtually impossible in peak hours, school hours and every hour during the day.</p>		
<p>Traffic from Blakehurst and surrounding suburbs will deviate to the next street along, namely Phillip Street, causing congestion.</p>		
<p>King Georges Road is already like a 3 lane parking lot at peak hour. Turning left into King Georges Road off Terry Street is a slow process and banks up the traffic on Terry Street. This in turn causes congestion of traffic on Princes Highway trying to access Terry Street.</p>		
<p>The plan will still cause congestion for Joseph and Water streets as all exiting traffic is funnelled there and with traffic lights being slow at these intersections more issues than less.</p>		
<p>It will create excessive traffic build up in Phillip street and water street which are already busy enough. Both these streets are unable to cope with the load of the two way traffic as it is and it will make it extremely frustrating for residents to exit their driveways and even crossing the road, especially in Phillip St.</p>		

	<p>Lots of cars will be passing Stuart Lane which will cause more congestion and unwarranted noise (currently a quiet street) except when the diners park to dine at Chinese Restaurant (Imperial Peking).</p>	
	<p>The proposal intends to alleviate traffic congestion entering Blakehurst or turning right onto King Georges Road by removing the option of travelling northbound onto Princes Highway. This is merely an attempt to divert traffic into residential areas rather than main arterial roads.</p>	
	<p>This proposal would force Blakehurst residents cramming from 3 safe exits into 2. Traffic problems and incidents/crashes will grow rapidly due to the heavier loads on Phillip & Water Streets and this would significantly increase risk and the number of traffic incidents.</p>	
	<p>The proposal will result in an increase in traffic through Phillip Street, turning right onto King Georges Road in order to gain access to Princes Highway city bound. There is currently congestion at this intersection resulting in cars queuing across the intersection as is. This would also result in congestion along Phillip Street which as it stands is not wide enough to accommodate 2 vehicles passing let along an increase in traffic flow as well as other streets.</p>	
	<p>Access and exit congestion in surrounding narrow streets will increase exponentially</p>	
	<p>During afternoon peak hour, King Georges Road south-bound is always heavily congested, and residents trying to reach Princes Highway already (under current traffic arrangements) often wait for 2 or 3 changes of traffic lights to turn right from Phillip onto King Georges Road, and then take the left-turn lane onto the Princes Highway. Closing Stuart Street would add additional cars to this waiting line and cause unnecessary delays to local residents and a backlog of cars in Phillip Street turning right.</p>	

Safety

The proposal will increase the risk for cars turning into Lynwood Street from Phillip Street, not only due to oncoming traffic on Phillip Street, but also rear-end collisions from cars turning left and right off King Georges Road.

Safety is a major issue where many parents access Phillip Street and Lynwood Street to drop off their kids to the local primary school on King George's Road

Due to congestion at the Water Street access point, the residents will be more likely to try to use the other entry points onto Princes Highway from the western side of the Princes Highway at Townsend Street, Hatfield Street, Church Street and James Street. However, none of these entry points have traffic lights. Given that the traffic along Princes Highway is very heavy at many periods throughout the day, use of these entry points to access Princes Highway will significantly increase the risk of traffic accidents at these locations.

The traffic that will be redirected to Phillip Street and Water Street will cause greater safety issues through the streets that lead to these points of entry onto the Princes Highway. Most of these streets are very narrow with inadequate signage and poor road markings.

This proposal will cause dangers to the residents of Baldface and Blakehurst, many of which are young children and elderly people who have lived there all their lives.

The streets that directly filter into Water Street such as Oberon, East and Read cannot handle larger volumes of traffic.

	<p>Closing Stuart Street as an exit point as proposed will create even more safety issues around Mater Dei primary school and Water Street entrance to Carss Park which are both high foot-traffic areas for young families.</p>	
	<p>Motorists turning from Princes Highway into King Georges Road don't follow give way instructions.</p>	
	<p>Arterial routes used to enter Princes highway will be too dangerous as cars have to cross the 3 lanes to enter the city bound lanes of Princes Highway.</p>	
	<p>All these streets are narrow and not suitable for further traffic flow. There are no traffic lights at James St. People often join the Princes Highway at James Street but it is dangerous because they have to cross 2-3 lanes of traffic to do so.</p>	
	<p>Clearer signage for the right turn of southbound traffic from Princes Highway into King Georges Road is required to prevent accidents.</p>	
	<p>There will be potential for more accidents to occur with traffic from Phillip Street turning onto Joseph Street.</p>	
	<p>Accidents occur due to incorrect right hand turning across oncoming traffic from Princes Highway into King Georges Road.</p>	
	<p>If Stuart street access is cut off then Phillip Street will be impossible to exit and even more dangerous for pedestrians.</p>	
Notification	<p>Many residents at the top of Bald Face and Blakehurst did not receive your flyer indicating what was happening at Stuart St. Also the leader is not delivered regularly so in no way would they have known earlier of this proposal</p>	<p>Roads and Maritime acknowledges your feedback regarding the letterbox drop notification distribution area.</p> <p>Future consultation notification will include social media alerts as well as paper letterbox drops. .</p>

	<p>The proposal recommends feedback is provided to Ventia Boral Amey Joint Venture which I expect is a sub-contractor engaged by the NSW Government. As a result I am concerned as to the level of transparency and impartiality involved.</p>	<p>The project has been cancelled until further investigations and solutions for improving traffic flow at this intersection are identified.</p>
	<p>There has been little public consultation on the proposal aside from a letter box drop which, in 2015 was made to selective premises and not provided to all residents within the local area who may be affected.</p>	
	<p>What are the motives behind such lack of distribution on Terry Street?</p>	
Business Access	<p>How will the changed traffic conditions affect businesses on Princes Highway?</p>	<p>Roads and Maritime acknowledges your feedback.</p> <p>The original project had no changes to business access on Princes Highway.</p> <p>The project has been cancelled until further investigations and solutions for improving traffic flow at this intersection are identified.</p>
	<p>The Imperial Peking Chinese restaurant at 979 King Georges Road, cnr Stuart Street, is well patronised, particularly on weekends, many patrons seek parking in that vicinity and in nearby streets.</p>	<p>Roads and Maritime acknowledges your feedback.</p> <p>The project has been cancelled until further investigations and solutions for improving traffic flow at this intersection are identified.</p>
Heavy vehicles	<p>What are the alternative routes for heavy vehicles?</p>	<p>King Georges Road and the Princes Highway are both State roads and designated heavy vehicle routes. Heavy vehicle turn movements will be reviewed during the development and design of alternative solutions to ease congestion at this intersection.</p>
Property	<p>The proposal will decrease the value of my property.</p>	<p>Based on surveying and traffic modelling the proposed improvements will not directly affect the properties surrounding the intersection. Therefore there is no compensation available under Roads and Maritime Services' guidelines.</p>

	<p>Concerns about the effect these changes will have on property values in the smaller and narrower streets that will be accessible for such high volumes of vehicles.</p>	
<p>Traffic light phasing</p>	<p>The lights are currently poorly time for vehicles entering King Georges Road (letting only two or three cars through).</p> <p>The timing of the lights will favour the busier Princes Highway and King Georges Road.</p> <p>Can you try a five or ten second green light leaving Stuart Street, when it turns red, then two green arrows at princes Highway?</p> <p>One to enter Stuart Street, then to turn right onto King Georges Road.</p> <p>Aside from Stuart Street, the only other safe locations, with traffic lights to gain access to Princes Highway, are your current proposed ones, Phillip Street and Water Street.</p> <p>To allow traffic to go to Princes Highway, the King Georges Road light have to be red and vice versa.</p> <p>To allow traffic to turn from Princes Highway to King Georges Road, you will King Georges Road Red Light as well as traffic on Princes Highway coming from Sylvania onto Blakehurst</p> <p>There is poor phasing of all the lights in and around the junction (predominantly the former).</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>Vehicles travelling through this intersection are currently given priority in the traffic light phases due to the high volume of traffic on the road. Roads with higher traffic demands are given longer green time to reduce congestion along the network.</p> <p>Your concerns have been passed onto the project team.</p>

	<p>More green light time is required for cars turning right from the highway into either Stuart Street or King Georges Road</p>	
	<p>Traffic on the busy Stuart Street should not be directed into a narrow lane which has off street car parking on properties fronting the lane at or near a zero building line. Extra traffic in Stuart Lane will increase the potential for crashes to occur for those backing out into the lane.</p>	
	<p>Are there plans to change traffic signals at the above-mentioned intersections including the Blakehurst Intersection?</p>	
<p>Evidence - Traffic modelling, case studies and traffic management</p>	<p>Has a traffic impact study carried out?</p>	<p>Roads and Maritime acknowledges your feedback on traffic modelling investigations.</p>
	<p>I request that you conduct a survey, not only of residences but also of businesses within the area before making any decisions.</p>	<p>The project has been cancelled until further investigations and solutions for improving traffic flow at this intersection are identified.</p>
	<p>Has traffic modelling been carried out?</p>	
	<p>Have traffic & assessment reports been made public?</p>	
	<p>Has research in developing this proposal taken into account the issue of access to the major school near the intersection (Mater Dei) or the bus route and the movements of vehicles in pursuit of delivering vulnerable primary aged children to and from school as well as elderly residents attempting to reach the bus stop?</p>	
	<p>As a result of the above objection I do not consent to the proposal and request that your provide the following:</p> <p>A copy of the case study and impact analysis completed prior to this consultation being carried out</p>	

	<p>Please provide a case study and issues analysis of the intersection.</p> <p>What is the car count of vehicles entering the intersection daily?</p> <p>Have RMS modelled the impact on parking in Stuart Street of this proposal and how this will cause overflow unnecessarily onto surrounding streets?</p> <p>Can it be demonstrated satisfactorily that RMS have taken into account the detrimental effect on local residents of this proposal considering that the entire length of the shopping strip along the Princes Highway at Blakehurst is rezoned for development and that construction of a major new building with some 40 new apartments plus shops at ground level will commence construction early in 2018?</p> <p>What factual evidence supports this proposal?</p>	
	<p>The proposal does not provide any details of the impact to surrounding streets as a result of the planned diversions to traffic.</p>	
Alternative solutions and out of scope	<p>Stop traffic from Princes Highway to King Georges Road at the same intersection, as drivers will still be able to use Terry street for the same result.</p> <p>Southbound Princes Highway traffic will have to turn right into Terry Street (already heavily congested with school traffic) then left onto King Georges Road and then right up Phillip Street.</p> <p>Northbound traffic exiting Stuart Street - again where do these cars go? Down Phillip Street onto King Georges Road and then Terry Street causing further congestion? Down Water Street and onto Princes Highway? Down James Street and onto Princes Highway? None of these are suitable options</p>	<p>The Pinch Point Program's objective is to deliver for low impact, high benefit projects. Traffic surveys completed at the intersection indicate the volume of heavy vehicles is low and therefore considered outside the scope for this project.</p> <p>The purpose of this consultation was to seek feedback on the proposed intersection improvements on Princes Highway, King Georges Road and Stuart Street.</p> <p>Addressing other intersections in the area is not included within the scope of the proposal.</p> <p>We will consider your comments when investigating alternative solutions to ease congestion at this intersection. The project has been cancelled until further investigations and solutions for improving traffic flow at this intersection are identified.</p> <p>This decision was based on feedback from council and the community, including the current needs of the community based on existing infrastructure. An</p>

	<p>Perhaps better alternative options would be to install a timed traffic light that permits commuters to go straight from Stuart Street onto Princes Highway prior to the Princes Highway green-light into Stuart Street, or to stop the right-hand turn from Princes Highway onto King Georges Road (which can easily be completed through Terry Street).</p>	<p>assessment was made regarding the aim of the project and it was determined that the project will not proceed at this time. Roads and Maritime will continue to monitor this intersection.</p>
	<p>Can the light sequence at Water Street be improved so that the lights reflect a sequence where right hand turn / turning into Stuart Street from Princes Highway ONLY is implemented each morning / afternoon so more cars can get through the backlog?</p>	<p>The project has been cancelled until further investigations and solutions for improving traffic flow at this intersection are identified.</p>
	<p>The lack of footpaths around the suburb is also a concern, with pedestrians forced to walk on the road as the nature strips are uneven, have vision obstructing trees and roots that make it impossible to safely walk or ride on them.</p>	
	<p>Installation of speed humps in Oberon Street would encourage motorists to use the safer and wider Hatfield Street to exit Blakehurst and make it safer for residents exiting their properties.</p>	
	<p>The answer to the problem is to stop cars turning right from King Georges Road into Princes Highway. It is these drivers that cause all the accidents as they do not give way correctly and it is these drivers that hold up all the traffic that want to go straight into Stuart Street.</p>	
	<p>The traffic that currently uses Stuart Street to the traffic at Phillip Street will greatly increase the waiting times at the Phillip Street intersection. Some careful programming and co ordination of the two sets of traffic lights may reduce this problem. The lights at Water Street may also need to be co-ordinated.</p>	

	<p>Why can't southbound traffic on the Princes Highway turning right into King Georges Road be provided with a right turn arrow? There is an exclusive right turn lane but no arrow.</p> <p>I appreciate it introduces an additional phase into the signals that will impact on other phases.</p> <p>I assume it is those exiting Stuart Street onto the Highway that restricts those turning from the highway into King Georges Road across their path that causes delays.</p>	
	<p>What is the alternate option if he needs to travel to City from Blakehurst?</p>	
	<p>Perhaps continue exit from Stuart to Princes Highway and King Georges Road but no right turn from Princes Highway to King Georges Road to stop congestion at lights as this is the real problem, not the flow traffic into Stuart Street.</p>	
	<p>Has state and council building rezoning, and development applications on King Georges and Princes Highway been considered in this proposal?</p>	
	<p>A better solution to ease traffic congestion travelling south would be to make a no right turn into King Georges Road from the Princes Highway.</p>	
	<p>Arrange new traffic lights at Church Street to turn left and right into Princes Highway and close access to Princes Highway from Waters Street.</p>	
	<p>Are there any improvements in place to handle the increased traffic coming out of Phillip Street and Water Street?</p>	
	<p>Can consideration be given to increasing the Water Street exit to 3 lanes?</p>	
	<p>Increase Philip Street to 3 lanes</p>	

	<p>Water Street is very narrow and the traffic lights take forever to change. Accessing Water Street from Stuart Street will be a disaster especially for cars turning in from Stuart Street into Vaughan Street.</p>	
	<p>You must also consider that this narrow pocket between Stuart Street and Water Street facing the highway is proposed for new multi storey unit development that will be under construction very soon</p>	
	<p>This area virtually grid locked with construction vehicles and hugely increased traffic to access these points.</p>	
	<p>Make Stuart Street a one way street travelling from Joseph Street to Princes Highway, and Phillip Street a one way street in the opposite direction from King Georges Road to Joseph Street.</p>	
	<p>If you cannot ban traffic turning right into King Georges Road from the Princes Highway or, at a minimum, restrict it during peak hours (the only real problem here), the changing of the phasing of the lights is the only real alternative that doesn't cause chaos elsewhere</p>	
	<p>Build a flyover for King Georges Road traffic and add an extra lane on the Eastside of Princes Highway near park allowing two right turn lanes, one to Stuart Street and the other to King Georges Road with sequential lights so no exiting traffic from Stuart Street has issues with right turning King Georges Road traffic. The Flyover can commence near Water street/ Princes Highway and end past Joseph Street junction with King Georges Road</p>	
	<p>The proposal does not share details of the impact to surrounding streets as a result of the planned diversions to traffic</p>	
	<p>Build a tunnel 100 metres from King Georges Road Intersection heading to Sylvania and allow Princes Highway as it.</p>	

Build small bridge on top of the traffic light Princes highway to access Stuart Street and King Georges Road. No traffic light and reduced congestion.
There will be more frustration for drivers from Blakehurst Baldface who would like to enter or exit to or from Princes Highway and King Georges Road. There is a huge population that live in Baldface and this entrance and exit (Stuart Street) is vital for the traffic not the other way around.
Install 2 lines (from the traffic light from King Georges Road) {1 – line showing entrance to Stuart Street and 2 – line showing entrance into King Georges Road} to educate the drivers to move further while waiting for the traffic from Stuart street is empty, allowing the other drivers to enter Stuart Street. This will definitely reduce traffic congestion
Provide at least a mini-roundabout at the junction of Stuart Street and Stuart Lane to permit this to happen. The map provided on the leaflet does not indicate any such provision, which would be important particularly for any vehicle longer than a car.
At Water Street consideration should be given to making 3 exit lanes with one dedicated for the left turn and the other two for either straight ahead or right turn in to Princes Highway heading south.
The proposed alternative exit route via Oberon Street to Water Street involves a side road off Stuart Street just below the crest of the hill. Vehicles proceeding north along Stuart Street and wanting to turn right into Oberon Street may be struck from behind due to reduced visibility distance of the approaching cars.
Oberon Street is also narrow and traffic will need multiple turns to reach Water Street with consequent increased traffic in residential streets not used to through traffic flow.

Phillip Street exit into King Georges Road is narrow and already congested and is further impacted by a pedestrian crossing and 40 km/hr School Zone operating during the busy traffic times. Vehicles attempting to turn right into King Georges Road are further frustrated by queuing vehicles in King Georges Road blocking their entry and restricting entry to only one or two cars which have to lodge themselves between the sets of traffic lights in the only available space. A widening to 3 lanes exiting Phillip Street and entering King Georges Road could improve through flow and reduce waiting times.

Consideration should be given to making Stuart Lane one way as it is very narrow and with a multi apartment building with Child Care proposed on the corner of James Street and Princes Highway there will be greater demand for access along the lane to or from the New building. In addition, traffic will be seeking alternative ways of accessing Water Street exit and could increase traffic along the lane.

There are several other good access points from Blakehurst to the Princes Highway and King George Road. These streets are Townson, Hatfield, Church, James, Walton, Cooleen and Terry Streets. Walton, Cooleen and Terry Sts aren't easily accessible to Blakehurst residents as the detour via Kyle Bay involves an additional kilometre of backstreets, hills and sharp bends. Traffic flow into James Street is limited due to the fact that there is no direct access to this street for the majority of Blakehurst residents. It's a somewhat isolated street. That leaves Townson, Hatfield and Church.

A better option would be providing an overpass and merge lanes so that traffic could join the flow without the need for forcing all traffic through the lights. Only traffic needing to turn would need to negotiate the lights accessing them via a single lane diverting from either King Georges Road or Princes Highway.

<p>Are there plans to change access into Stuart Street / James Street via Vaughan Street from Water Street eastbound and westbound?</p>
<p>If the right-turning lane off the southbound lanes of the Princes Highway should be duplicated at the Blakehurst intersection. Then cars entering both Stuart Street. And turning right onto King George's Road could do so with the current timing of the traffic lights. This would mean that the 3 southbound lanes heading towards Tom Ugly's Bridge would be unimpeded.</p>
<p>Townson Street has no traffic lights so motorists will just have to hope they get a break in the traffic. During the morning peak, that's just about impossible. Even if you can sneak in, you then have to try and change lanes quickly if you are looking to travel towards the city.</p>
<p>Water Street has traffic lights so drivers are able to turn left or right. The major problem with this street is that it is very narrow and very short. So this limits the numbers of cars that can safely use this street.</p>
<p>Phillip Street, North west of Stuart Street, at the lights, currently allows cars to turn left into King Georges Road or right into King Georges Road. Those cars turning right either want to head towards the city by accessing the Princes Highway at the intersection, or continue south.</p>
<p>Better signage and improved traffic light arrangements would be more far more effective in providing safety to motorists turning from the Princes Highway into King Georges Road.</p>
<p>What arrangements, if any, are to be incorporated to provide for new / alternate timings for the traffic lights at the various intersections which will henceforth take the brunt of all this additional re-directed traffic volume as cars denied egress from Stuart Street would be forced to leave via either the Philip Street lights or the Water Street lights?</p>

<p>Will either the Roads & Maritime or the local Council be introducing parking restrictions along these roads as part of the proposal?</p>
<p>Allow for delayed timing for entry and exits for the intersection, allowing longer times for traffic to move along King Georges Road and the Princes Highway and achieve better traffic flow.</p>
<p>Extend the length of the fourth lane Turn Lane where the Princes Highway travelling south queues to turn into King Georges Road or to enter Stuart Street.</p>
<p>It would be more appropriate to allow morning peak traffic from Blakehurst to have access to Princes Highway from Stuart Street, especially as traffic in the morning peak from Princes Highway turning right into King Georges Road is minimal. It is only afternoon peak times that the traffic is queued up Princes Highway waiting to turn right into Stuart Street or King Georges Road.</p>
<p>Please consider only restricting access out of Stuart Street onto King Georges Road or the Princes Highway between 3.00pm and 7.00pm on weekdays only. That will be inconvenient enough for local residents. Doing what you have proposed (total access denial) would cause unthinkable mayhem and is totally unnecessary.</p>
<p>The solution is for vehicles to access the main road via Phillip Street. The issue here is that when you are turning right from Phillip Street onto King Georges Road there is usually not enough road space for the vehicles as the vehicles travelling south on King Georges Road have filled the space.</p>
<p>Therefore the timing of the traffic lights needs to be looked at.</p>
<p>In the case of Water Street, this is usually heavily congested with vehicles and will become more so, therefore the traffic lights on Water Street need to stay green longer to help the flow and alleviate the congestion.</p>

	<p>Are there plans to improve access into Water Street from Princes Highway northbound?</p>	
	<p>Are there plans to improve access into Princes Highway and King Georges Road northbound from James Street?</p>	
	<p>Are there plans to improve access into James Street from Princes Highway northbound?</p>	
	<p>Are there plans to improve access Princes Highway lanes going northbound and southbound via King Georges Road from Phillip Street?</p>	
	<p>Are there plans to improve access to Phillip Street, Lynwood Street, Joseph Street and Stuart Street from King Georges Road southbound?</p>	
	<p>What about access to Stuart Street from Joseph Street?</p>	
	<p>Are there plans to improve traffic flow through the King Georges Road and Terry Street intersection?</p>	
	<p>Vehicle weight restrictions applied to Terry Street between Princes Highway and King Georges Road?</p>	
	<p>Access to Stuart Street from Joseph Street?</p>	
	<p>Are there plans to change access to Phillip Street from Lynwood Street at the eastern end of the T intersection?</p>	
	<p>Will light traffic restrictions on the roads included in the alternative route?</p>	
	<p>Traffic flow through the Princes Highway and Terry Street intersection?</p>	

	Are there plans to improve traffic flow into Water Street, Vaughan Street, Phillip Street, Joseph Street, James Street, Stuart Street or Stuart Lane?	
	Will there be changes to road usage e.g. one way streets or no street parking?	

3.3. Decision

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

After considering all responses we have decided to cancel this project and to prioritise the adjacent Princes Highway and Torrens Street project in Blakehurst which involves the widening of Princes Highway from Todd Park (at the King Georges Road intersection) up to Torrens Street to remove the existing tidal flow arrangement. On completion of this adjacent project, Roads and Maritime will further investigate the proposed solution to ensure it still provides the benefit of improving traffic flow. This decision was based on feedback from council and the community, including the current needs of the community based on existing infrastructure.

An assessment was made regarding the aim of the project and it was determined that the project will be cancelled. Roads and Maritime will continue to monitor this intersection as the adjacent project is completed.

We will continue to keep the community informed.

3.4. Next steps

We have considered all submissions and will ensure our team is aware of concerns raised by the community. The issues highlighted by stakeholders and the community during this consultation will be appropriately addressed.

We will continue to keep the community informed of the project progress with timely updates.

4. Appendix

4.1. Appendix A – ‘Have your say’ letter October 2017



October 2017

Have your say – New proposal for intersection improvements on the Princes Highway, King Georges Road and Stuart Street, Blakehurst

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.

Roads and Maritime Services invited feedback in December 2015 on a proposal to improve traffic flow on Stuart Street at the intersection of the Princes Highway and King Georges Road.

After considering all responses, along with the proposal’s aims and design requirements, we are now inviting your feedback on a new proposal to install a concrete median eastbound on Stuart Street. This proposal aims to improve the flow of traffic travelling through the intersection of the Princes Highway and King Georges Road.

As part of the proposal vehicles exiting Stuart Street will be redirected via alternative routes to access King Georges Road and the Princes Highway.

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

The proposal will:

- increase efficiency of the Princes Highway and King Georges Road intersection
- reduce travel times and queueing vehicles through the intersection, including queueing vehicles turning right from the Princes Highway into King Georges Road
- improve safety for motorists turning into Stuart Street and King Georges Road from the Princes Highway.

Alternative access to King Georges Road and the Princes Highway

Vehicles travelling north will be able to access the Princes Highway and King Georges Road via Phillip Street. Vehicles travelling north-east will be able to access the Princes Highway and King Georges Road via Water Street. For more information including a map of the alternative routes please visit our project page at rms.nsw.gov.au/stuart-blakehurst.

How can you give feedback?

We invite your feedback on the proposed intersection improvements by **Friday 20 October**. Please send your comments to our delivery partner at nswenquiries@vbajv.com.au or:

Ventia Boral Amey Joint Venture
C&SE
PO Box 838
Rockdale NSW 2216

We will consider all feedback and continue to update you as the project progresses.

Contact

If you have any questions, please call our delivery partner Ventia Boral Amey Joint Venture on 1800 677 700 or nswenquiries@vbajv.com.au. For more information on our projects, visit rms.nsw.gov.au.

Location of new proposal for intersection improvements on Stuart Street, Blakehurst



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 Ventia Boral Amey Joint Venture on 1800 677 700.

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفوية (TIS National) على الرقم **131 450**، والطلب منهم الاتصال بوكالةكم Ventia Boral Amey Joint Venture على الرقم 1800 677 700.

Cantonese

若你需粵語譯員，請致電 **131 450** 聯絡翻譯和口譯服務 (TIS National)，要求他們致電 1800 677 700 聯絡 Ventia Boral Amey Joint Venture。

Mandarin

如果你需要口譯員，請致電 **131 450** 联系翻译和口译服务者 (TIS National)，要求他们致电 1800 677 700 联系 Ventia Boral Amey Joint Venture。

Greek

Αν χρειάζεστε διερμηνεία, παρακαλείσθε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία ΤΙΣ) στο **131 450** και ζητήστε να τηλεφωνήσουν Ventia Boral Amey Joint Venture 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 Ventia Boral Amey Joint Venture al 1800 677 700.

Korean

통역사가 필요하시면 번역통역서비스 (TIS National) 에 **131 450** 으로 연락하여 아들에게 1800 677 700 번으로 Ventia Boral Amey Joint Venture 에 전화하십시오.

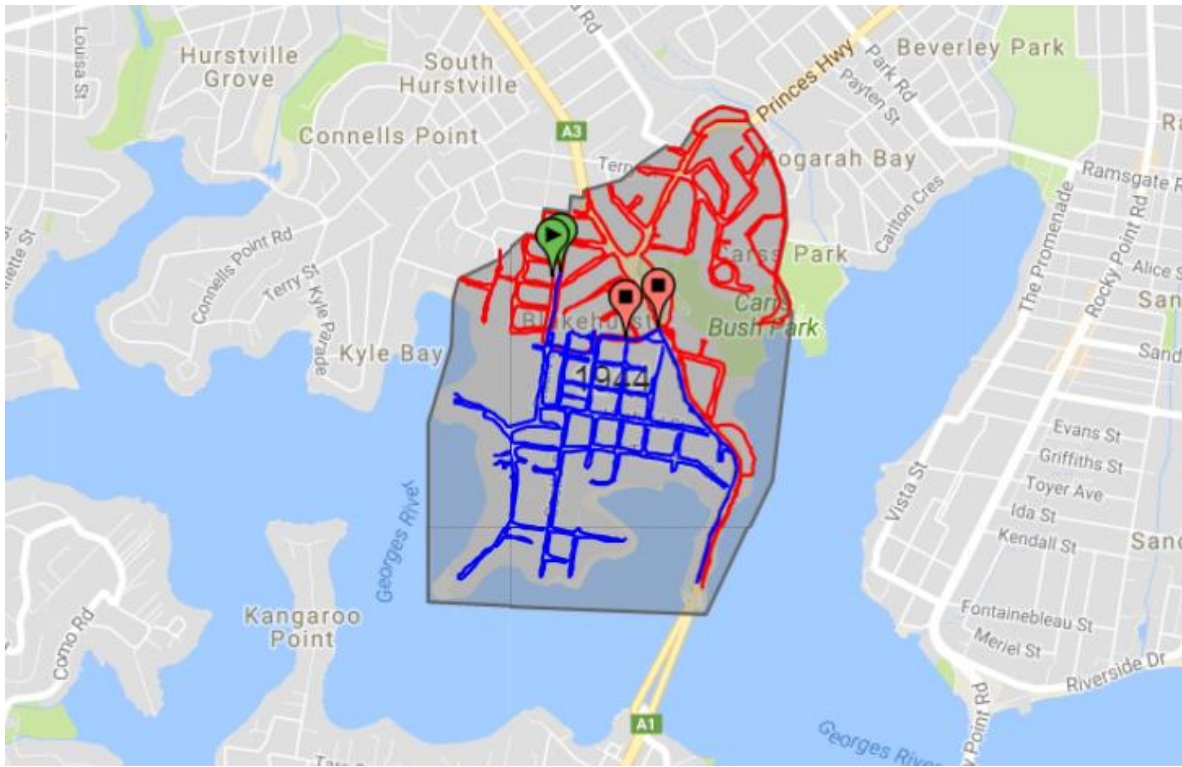
Vietnamese

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 Ventia Boral Amey Joint Venture qua số 1800 677 700.



Transport
Roads & Maritime
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4.2. Appendix B – Distribution map





rms.nsw.gov.au/pinchpoints



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September 2018

RMS.18.1030

ISBN: 978-1-925797-87-9