



Henry Lawson Drive Upgrade

Early concept design community consultation

July 2020

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1 Introduction

1.1 Background

Transport for NSW is investigating a 7.5 kilometre upgrade of Henry Lawson Drive between the M5 Motorway, Milperra and Hume Highway, Lansdowne.

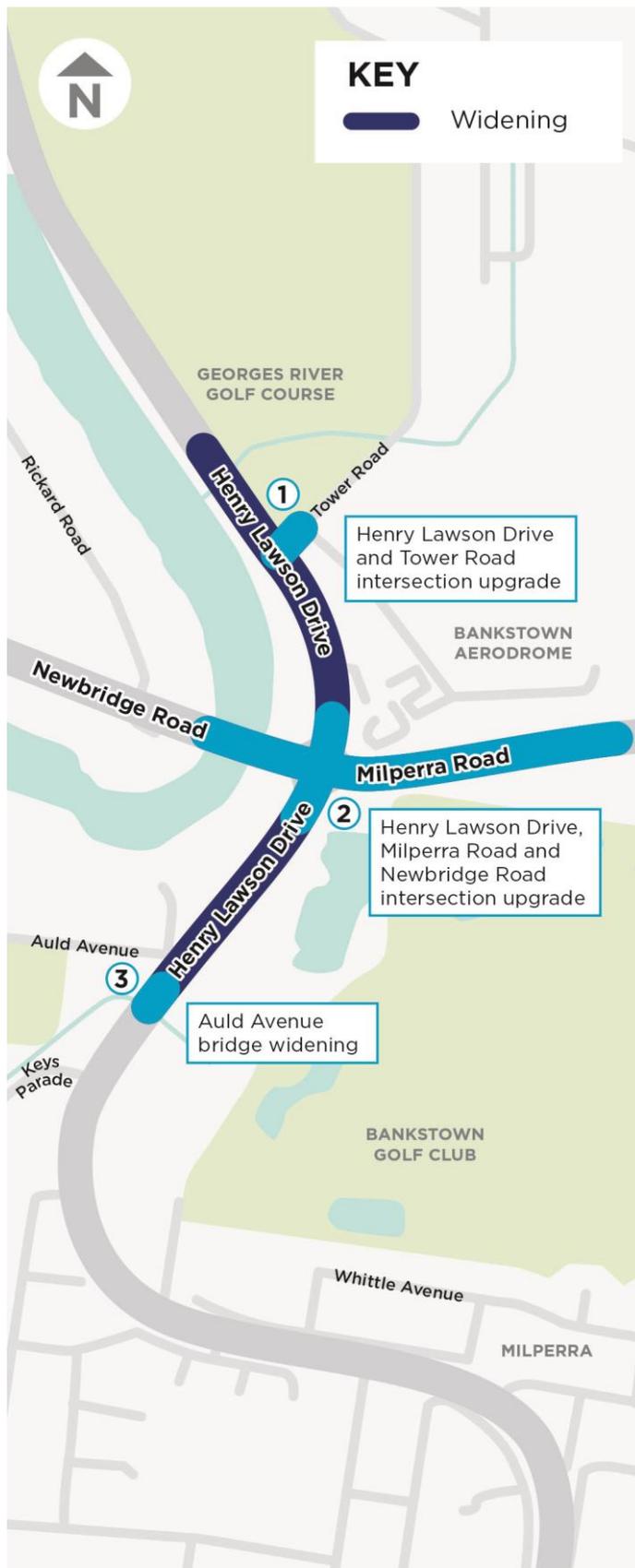
The upgrade would be carried out in stages, with the first stage spanning from Keys Parade to just north of Tower Road. The stage one upgrade would provide more capacity for vehicles travelling through the intersection of Henry Lawson Drive, Milperra Road and Newbridge Road. It would improve efficiency along the corridor and safety for motorists and pedestrians.

1.2 The proposal

The proposal would involve:

- Providing two lanes in each direction on Henry Lawson Drive between Keys Parade to just north of Tower Road
- Upgrading the intersection of Henry Lawson Drive, Milperra Road and Newbridge Road to provide:
 - o An additional southbound lane
 - o Extending the length and providing a dual right turn for motorists turning right from Milperra Road into Henry Lawson Drive
 - o An upgraded left turn for motorists turning left from Newbridge Road into Henry Lawson Drive
 - o Extending the length of the dual right turn lanes from Henry Lawson Drive into Newbridge Road.
- Upgrading the intersection of Henry Lawson Drive and Tower Road including providing a dual right turn from Henry Lawson Drive into Tower Road
- Widening the Auld Avenue Bridge to create two lanes in each direction.

Figure 1: project map



2 Engagement approach

2.1 Objectives

Transport for NSW engaged with the community about the proposed upgrade to understand their views, so that feedback could be considered in further development of the concept design, where possible.

- Seek comment, feedback, ideas and suggestions for consideration on the proposed early concept design features
- Identify and contact directly affected residents and stakeholders
- Build a database of interested and concerned community members.

2.1.1 Engagement outcome

Transport for NSW requested community feedback on the proposed early concept design features in February 2020. A community update was distributed to around 5500 properties in the surrounding area.

During this consultation period we received 78 comments.

The key matters raised included:

- The extent of the stage one upgrade
- The extent of the proposed widening
- The possibility of a flyover, underpass, overpass
- Design suggestions for consideration.

3 Feedback and Transport for NSW response

Transport for NSW has summarised the feedback received and provided responses in the table below. All feedback has been considered to help us make decisions about the delivery of the project.

Category	Feedback	Transport for NSW response
Project justification	This proposal will do nothing to alleviate the existing problem.	The stage one improvements are about getting motorists through the intersection more effectively and improving connections in the area.
	In the future the new road will be saturated as per the current conditions no matter how many additional lanes are provided.	The proposed intersection improvements have been based on traffic modelling that models to 2026.
	There is no point providing the dual turning lanes at the intersection in stage one if the dual lane will end after the intersection.	While this section may not be the worst section in terms of congestion, there are a number of proposed developments surrounding the stage one area and it has been prioritised in order to support these and future expected growth.
	What is proposed is just a band aid solution and won't solve the problem.	
	The stage one proposal will be an improvement but it won't achieve much for people commuting along Henry Lawson Drive.	
	This will just move the pinch point from one spot to another.	
	The bigger problem on Henry Lawson Drive exists between Milperra Road and the Hume Highway.	
	Have vehicle counts been completed in both directions for the project length?	<p>Yes, these counts were completed as part of the early investigation work for the project.</p> <p>Further traffic studies will be carried out as the project progresses.</p>

Category	Feedback	Transport for NSW response
	Do not make the community tolerate another round of roadworks similar to the work at the Flower Power intersection.	<p>In order to build the proposed upgrade there will be a substantial amount of road work. It is not possible to provide these improvements and ease congestion in this area without a level of disruption.</p> <p>Construction impacts will be assessed during the environmental assessment phase of the project. The community will be able to view and comment on the environmental assessment.</p>
	What are the projected costs for each phase and overall allocation of funds for the upgrade?	<p>Projected costs for each stage have not yet been determined. In June 2018 the NSW Roads Minister and the Treasurer announced \$100 million towards the development and construction of the first stage of works. The first stage of works have been identified as stage one between Tower Road and Keys Parade.</p>
	Will the allocated funds be spent on stage one alone?	
Proposed widening	Widening should extend past Tower Road.	<p>The Henry Lawson Drive upgrade involves investigating a 7.5 kilometre section of Henry Lawson Drive between the M5 Motorway, Milperra and Hume Highway, Lansdowne.</p> <p>Due to the length and complexity of the proposed project area, we have separate the project into stages. \$100M has been allocated to the first stage of works which is between Tower Road and Keys Parade. This section has been identified as Stage 1 due to the need to support nearby proposed developments and anticipated future growth in the surrounding area.</p> <p>The project team are aware of the congestion issues experienced along the whole corridor, which will be addressed during the appropriate stage.</p>
	Widening should start at the Meccano Set.	
	Widening should go from Tower Road to Flinders Road in Georges Hall.	
	Widening should extend to Beatty Parade.	
	Widening should go from Hermies Avenue to Rabaul Road.	
	Much of the area being widened for stage one is already two lanes in each direction. Widening this further will just create a car park.	

Category	Feedback	Transport for NSW response
	The project team should look at building three lanes in each direction to allow for future growth.	<p>The decision to widen Henry Lawson Drive between Keys Parade to just north of Tower Road to two lanes in each direction is based on traffic modelling that considers both future growth and the impact of widening on the surrounding environment and properties.</p> <p>At this stage, the project team have determined that providing two lanes in each direction as well as additional capacity through the intersection will provide congestion relief for motorists.</p>
	The impact of this road widening on adjacent streets should be considered. Particularly the ability to turn left or right onto Henry Lawson Drive from side streets.	This will be investigated as we progress the design further.
Flyover/underpass/overpass	A flyover should be considered at the Meccano set.	<p>Providing a structure such as an underpass, overpass or flyover would require realigning the road as well as the bridges along this section of Henry Lawson Drive.</p> <p>This would take a large amount of time, be costly and cause major disruption to the community. It is not considered a feasible option for the Henry Lawson Drive upgrade at this stage.</p>
	A flyover/bridge/underpass should be considered at the intersection of Henry Lawson Drive, Milperra Road and Newbridge Road.	
Project staging	The section of Henry Lawson Drive from Pozieres Avenue to Auld Avenue should be considered one stage.	Stage one has been prioritised due to the connectivity with the M5 and the upcoming major developments with Bankstown Airport, the Flower Power Nursery and the Riverland's Subdivision.
	Stage one should have been from the Meccano set to Milperra Bridge.	

Category	Feedback	Transport for NSW response
	How is traffic going to be managed during construction if this project is to be carried out in stages starting with the least congested area?	Traffic staging will be considered alongside constructability, to ensure minimal disturbance to all road users. This will be established further into the concept design stage.
	Initially residents thought stage one would be from the M5 to Milperra Road.	The 7.5 kilometre section has been split into four stages;
	How many other stages will there be and what will they include?	<p>Stage 1: between Keys Parade and just north of Tower Road (this stage also includes upgrading the intersection of Milperra and Newbridge Roads)</p> <p>Stage 1B: Continuation of Stage 1 towards the South between the M5 and Keys Parade</p> <p>Stage 2: Continuation of Stage 1 towards the North between Tower Road and Haig Avenue.</p> <p>Stage 3: Between Haig Avenue and the Hume Highway</p> <p>The scope for stage two and three of the upgrade has not been determined at this stage.</p>
Proposed project scope	Henry Lawson Drive should be upgraded for more than just the 7.5 kilometres proposed. It should be upgraded between Lansvale and Padstow Heights.	Due to the length and complexity of the proposed project area, we have separate the project into stages. \$100M has been allocated to the first stage of works which is between Tower Road and Keys Parade. This section has been identified as Stage 1 due to the need to support nearby proposed developments and anticipated future growth in the surrounding area.

Category	Feedback	Transport for NSW response
	<p>The description of the additional lanes is confusing. Where will additional lanes be provided and how many will there be?</p>	<p>Two additional lanes would be provided as part of the proposal. This would mean that after construction there would be two lanes on this section of Henry Lawson drive in each direction as well as additional capacity through the intersection.</p> <p>The number and length of the additional lanes will be provided when the concept design is displayed later this year. A detailed map will be provided during this consultation, showing the proposal in much more detail.</p>
	<p>The dual right turn lanes from Henry Lawson Drive into Newbridge Road should be extended to at least Tower Road.</p>	<p>The length of the proposed dual right turn bay here will be further developed during concept design. The community will be able to comment on this during the concept design consultation.</p>
	<p>There should be two lanes from Flower Power into Milperra Road.</p>	<p>Access in and out of Flower Power would be considered when developing the design in more detail. At this stage there are no proposed changes to the access in or out of the Flower Power site.</p>
	<p>It seems like a waste of taxpayer money to return to the flower power intersection after work was already carried out when Flower Power was built. Why was this left as a single lane?</p>	<p>At this stage there is no proposed changes to Keys Parade or the entrance to Flower Power as part of this project.</p>
	<p>Why are the proposed changes to Keys parade intersection necessary now that the traffic lights are there and the proposed development is going ahead?</p>	
	<p>The new traffic lights at Flower Power should be removed.</p>	
	<p>Keys Parade road access should be realigned so that it connects to Flower Power.</p>	

Category	Feedback	Transport for NSW response
	The right turn from Henry Lawson Drive into the Hume Highway should be reinstated to stop traffic using local streets.	This is not part of the stage one area. These suggestions have been noted by the project team for future planning.
	The right and left turning lanes onto the M5 from Henry Lawson Drive should be extended.	
	A left turn bay should be built for cars turning left from Henry Lawson Drive into Pozieres Avenue. It is currently a sharp right angle and is unsafe.	
	The project should address the merge at Pozieres Avenue for motorists coming off the M5 onto Henry Lawson Drive. It causes congestion and is unsafe.	
	Raleigh Road needs a set of traffic lights.	
	Traffic needs to be fed from Bullecourte Avenue in a better way. Especially if local development goes ahead.	
	The left turn lane into Bullecourte Avenue should be retained.	
	Turning left or right from Henry Lawson Drive into Whittle Avenue is unsafe. How will the upgrade impact or assist with this?	
	A left turn lane should be installed into Pozieres Avenue.	
	The Haig Avenue intersection is dangerous.	
	Large trucks often turn into Haig Avenue from Henry Lawson Drive hitting into the traffic lights and fencing on this corner.	

Category	Feedback	Transport for NSW response
	No parking restrictions should be in place along Henry Lawson Drive in both directions throughout this area.	Parking will be further considered as part of the concept design phase, more detail will be provided at a later stage.
	The road needs more than widening. It needs better drainage and guttering, safe footpaths, safe kerbside parking and the removal of dangerous trees.	All of these areas will be considered as part of the concept design development.
	Kerb and guttering should be installed on Henry Lawson Drive.	
	Henry Lawson Drive is poorly lit.	
	There should be two lanes turning right from Milperra Road into Henry Lawson Drive.	These suggestions would be provided as part of the stage one improvements.
	There should be two right hand turn lanes for motorists turning right from Newbridge Road into Henry Lawson Drive.	
	The right turn bay from Henry Lawson Drive into Milperra Road needs to be extended.	This right turn bay will be duplicated to provide additional capacity.
	Permanent electronic message signs and CCTV cameras should be installed at the Auld Avenue Bridge and Milperra Bridge so that the traffic and river conditions can be monitored and closures can be communicated to motorists.	This detail will be considered during the detailed design phase of the proposal. This suggestion has been noted by the project team for consideration during this stage of the project.
	The number of merges along Henry Lawson Drive are unsafe and cause congestion.	Safety will be carefully considered for the Henry Lawson Drive upgrade as part of the design process and where possible improvements to existing merges will be improved.
	There should be a designated left turning lane for trucks so that they can't sit side by side to turn.	All vehicle types will be considered during the design process however providing a facility as suggested would result in less capacity for road users travelling through the intersection.

Category	Feedback	Transport for NSW response
	Henry Lawson Drive could be re-routed to the other side of the Georges River around the houses on Henry Lawson Drive and then connected back up to the existing stretch past Flinders and Denman Roads.	This suggestion would require major realigning of the state road network and is not considered feasible at this stage.
Private properties	How will residents on Henry Lawson Drive enter and exit their driveways once the road is widened?	<p>This question and concern has been noted by the project team and will be considered as the design is further developed.</p> <p>Residences and businesses along Henry Lawson Drive will be contacted if changes to access are required.</p> <p>A road safety audit and a safety in design audit will be carried out to ensure that the access conditions for residents and businesses along Henry Lawson Drive are safe.</p>
	Property owners along Henry Lawson Drive are concerned about the impact of widening on their properties and way of life. Impacts such as noise, property value and potential acquisition are a concern.	The concept design for the project is still being developed. Detail regarding how the widening would impact surrounding properties and land are still being developed and would be provided during the concept design have your say period.
	The road widening should avoid private land and widen into the state and council owned land.	Any impacts to private property will be managed directly with the impacted property owners and tenants.
Auld Avenue	How will motorists turn right from Henry Lawson Drive into Auld Avenue? Many motorists use Auld Avenue to access sporting fields.	Traffic studies have been and will continue to be carried out as the project team further develop the concept design before it is displayed for public comment.
	Many motorists use Auld Avenue to change directions on Henry Lawson Drive. This should be addressed.	During the concept design consultation, detail around access in and out of Auld Avenue will be provided and the community will be given the opportunity to provide feedback on the proposed design.
	There is no mention of upgrading Auld Avenue. There should be a safe turning option provided here.	

Category	Feedback	Transport for NSW response
	Could a connection road be built from Auld Avenue into Keys Parade?	Auld Avenue and Keys Parade are council roads. Providing a connection here will not be included as part of the Henry Lawson Drive upgrade.
Development in the area	Is the project team aware of and taking into consideration the development at the old golf course?	The project team are aware of the developments in the area and have been in contact with the relevant authorities.
	Is the project team aware of the widening of Keys Parade?	We will continue to liaise with surrounding developments as the project progresses.
	If the developments currently proposed in the area go ahead then the improvements proposed will not satisfy the needs of the community. The community will be trapped in by traffic jams which would pose a safety risk due to flooding.	
	If the developments go ahead then the Keys Parade traffic lights are in the wrong place.	
	If the housing estate proposal goes ahead it will have a major impact on traffic.	The surrounding developments are not managed by Transport for NSW. Questions and comments about the surrounding developments should be discussed with council or the relevant developer.
	There should be no further development on the Riverland's site.	
	If Mirvac is allowed to develop substandard land Milperra could experience longer and larger floods.	
	Stage one of this upgrade has been prioritised just to assist with developments.	Stage one has been prioritised as the first part of the upgrade for this reason together with supporting anticipated future growth in the surrounding area.

Category	Feedback	Transport for NSW response
	There needs to be an overview of the impact of traffic, flooding and building in the area for the long term including all of the different areas doing work in Milperra.	The project team is working closely with key stakeholders including council, Bankstown Airport and developers to ensure a holistic approach is taken.
	Traffic modelling should consider the impact of the new developments in the area.	Traffic modelling for future cases inclusive of traffic generated from major developments is being considered.
Project timing	All stages of this project need to be fast tracked.	<p>We are currently refining the concept design for stage one of the project. Later this year we will display the concept design for public comment. Once we have completed the concept design we will carry out the required environmental assessments.</p> <p>The environmental assessments will be displayed for public comment before they can be finalised. Once the environmental assessments have been signed off planning for construction can start.</p> <p>Detail such as the duration of construction and timeframes won't be determined until the design has been further developed.</p> <p>The timing for the other stages of the upgrade has not been determined at this stage.</p>
	This project is long overdue and should be completed in a timely manner.	
	When will the other stages of this upgrade be happening?	
	How long will this work take?	
	What is the timing for completion of the whole project?	
Tower Road and Starkie Drive	Allowing for two right turn lanes into Tower Road would only encourage motorists to use Tower Road as a rat run.	The two right turn lanes are proposed to deal with the expected increased volume of traffic heading into Bankstown Airport due to the development.
	The Bankstown Airport development plans to widen Tower Road. How does this fit into the Henry Lawson Drive upgrade plans?	The project team are aware of the Bankstown Airport development and have been liaising with the team. The proposed work would integrate with Bankstown Airport development plans.

Category	Feedback	Transport for NSW response
	Tower Road is often used as a rat run for motorists to avoid traffic on Henry Lawson Drive.	The proposal aims to reduce congestion and improve connectivity on Henry Lawson Drive which would hopefully reduce the need for motorists to use Tower Road as an alternative route.
	Dual left turn lanes from Tower Road into Henry Lawson Drive should be provided. Synchronising the traffic lights so that traffic is cleared before the left turn arrow activates would improve this issue as well.	This was considered by the project team when developing the design. Due to the available turning radius a single left turn was provided. A dual right turn has been provided here.
	Access should be provided to Milperra Road from Starkie Drive.	There are no plans to provide access to Milperra Road from Starkie Drive as part of the Henry Lawson Drive upgrade.
	Is it possible to create access points to allow motorists to access Starkie Drive directly from Henry Lawson Drive or Milperra Road?	
	There is no point providing two turn lanes into Tower Road unless traffic has an opportunity to flow after the corner. The roundabout is a pinch point causing the congestion. A slight adjustment to the phasing of the right turn arrow would alleviate much of the congestion here.	Tower Road and Starkie Drive are under the care of Bankstown Airport. Questions or concerns about motorist conditions and behaviour on these roads should be raised directly with Bankstown Airport.
	Motorists often cross double white lines to turn left at the Tower Road roundabout into Starkie Drive where they access Henry Lawson Drive through the BP service station. This is unsafe as has caused major accidents in the past.	The traffic light phasing at the intersection of Henry Lawson Drive and Tower Road would be reprogrammed with the addition of the extra turning lane. The additional lane is being provided to address the expected future increase in motorists using this road to access the new development.
	The pavement on Tower Road needs to be replaced.	
	The roundabout on Tower Road causes congestion. It is often used by motorists trying to access Starkie Drive from Tower Road.	

Category	Feedback	Transport for NSW response
Active and public transport	The cycling infrastructure that exists along this section of Henry Lawson Drive should be retained.	The existing cycling infrastructure will be retained as part of any proposed work.
	Is this widening needed? Can active and public transport be developed instead?	Traffic studies have been carried out and determined that there is significant congestion experienced by motorists using Henry Lawson Drive. This has also been provided through community feedback to Transport for NSW.
	Why doesn't Transport for NSW fix the train lines first to allow people to travel easily by train?	
	Wide footpaths/separated paths should be installed beside the road.	Footpaths and their widths will be determined as the design is further developed. We are looking at providing better connectivity for pedestrians and cyclists along the corridor. Existing footpaths will be maintained and where required wider footpaths may be considered.
	There should be better active transport and public transport connections.	
	An upgraded bicycle path on Henry Lawson Drive from the M5 to the Meccano Set should be built.	
	The pedestrian footpath should continue on the eastern side of Henry Lawson Drive from Flower Power continuing towards Ingram Avenue.	This is not part of the stage one area. These suggestions have been noted by the project team for future planning.
	Pedestrian barriers should be installed on the bend between 491 and 503 Henry Lawson Drive to stop pedestrians from attempting to cross the road on a blind corner. This should also be installed across the Auld Avenue Bridge.	
	Bus bays should be provided along Milperra Road and Newbridge Road.	There are no bus stops within the stage one project area. This suggestion has been noted by the project team for future planning.

Category	Feedback	Transport for NSW response
Environment	Trees should be installed as a separator between the footpath and the road.	The landscaping for the project has not yet been considered. Typically we try to avoid planting trees close to the road. This is because trees require regular trimming so that they don't block road signage and drainage. In order to do this work we would need to close lanes on Henry Lawson Drive to allow safe access to the trees. Tree roots can also cause damage to the road itself.
	Any trees that are removed should be replanted next to the nature strip on Henry Lawson Drive.	The impact to trees and the required replanting as a result will be considered as part of the environmental assessment for the project.
	Noise barriers should be installed along Henry Lawson Drive.	Noise mitigation will be considered as part of the environmental assessment for the project.
	Roadwork near Keys Parade will impact the natural habitat of wildlife especially the endangered species of the Green and Golden Bell Frog. This needs to be considered and the species retained.	The impact of the proposal during and after construction on local wildlife will be considered as part of the environmental assessment for the project.
	Access to the Georges River Parklands need to be retained from this corridor.	This is not within the scope of stage one however, it is expected that there won't be any impact to access as a result of the project.
	Planting should be enhanced in the area surrounding the Georges River Parklands.	Landscaping as part of the project will be determined as the design is progressed.
	Speed limit on Henry Lawson Drive	Henry Lawson Drive should be 90KM/H from Tower Road to the Meccano Set to improve the flow.
If this road is upgraded the speed limit should go back up to 80KM/H.		
After the work is completed the speed limit should be increased to 70KM/H		

Category	Feedback	Transport for NSW response
Safety	The safety of residents living on Henry Lawson Drive should be a top priority in planning this project. Safety barriers need to be installed.	Improving safety is a key objective for the project. Road safety audits will be carried out to ensure that the design is safe for motorists, pedestrians, cyclists and the community around Henry Lawson Drive.
	Some drivers don't give way at merges and overtake.	The proposed improvements would lead to reduced congestion on Henry Lawson Drive. Reduced congestion would hopefully lead to a change in driver behaviour through this section of road.
	Many cars overtake over double lines.	
	Often trucks will go through traffic lights when they are amber, blocking motorists trying to turn left or right.	The concept and detailed design will also consider ways to reduce unsafe driver behaviours. Motorists should report any illegal driver behaviour directly to the local police.
	There are a number of accidents that happen around the corner of Henry Lawson Drive and Haig Avenue.	This is not part of the stage one area. This comment has been noted by the project team for future planning. This has also been passed onto our network and safety team for consideration now.
	Safety should be considered for turning motorists at the intersection of Rickard Road and Newbridge Road.	This intersection is outside of the scope of the Henry Lawson Drive Upgrade.
	Speeding cars should be kept of local roads.	Concerns around speeding on local roads should be referred to the local police.

Category	Feedback	Transport for NSW response
	Safe pedestrian and cyclist crossing facilities should be provided on Henry Lawson Drive just south of the Flower Power site.	This is not within the stage one area however, it will be noted for development of future stages.
Flooding	Henry Lawson Drive often floods.	We are aware of the flooding experienced on Henry Lawson Drive and is exploring options to improve this issue as part of the upgrade.
	The proposal must ensure the road doesn't flood anymore.	
	The entire road should be elevated.	At this stage the project team are looking at flooding along the whole corridor rather than in stages. It is unlikely that the flooding issue will be resolved during stage one of this project as it is a small section of the corridor and flooding is an issue that needs to be addressed holistically.
	Flooding on Henry Lawson Drive has gotten worse since Flower Power was built higher than the road. The Airport is also higher.	
	Flooding is bad on Henry Lawson Drive between Milperra Road and the Meccano Set.	
	The current flood map data and modelling around the intersection needs to be updated to consider the impact of recent developments along the section of the corridor impacted by stage one.	We will ensure the latest flooding data and mapping are used for the design development, inclusive of effects of recent developments and structures.
The project team need to consider the impact construction work has on the natural water courses in the area and what happens in flood periods. BOM figures and SES records should be considered as well as topographical maps of the flood plain in the area.	This will be considered as part of the design development for this project.	

Category	Feedback	Transport for NSW response
	<p>Flooding at the back of private properties on Henry Lawson Drive needs to be addressed. The flooding here has created stagnant water which has attracted Ibis populations, produced a bad odour and resulted in a higher number of mosquitos in the area.</p>	<p>Issues with flooding on private properties will not be specifically addressed by this project however, may be alleviated through any future flood mitigation proposals for Henry Lawson Drive.</p> <p>As mentioned above, flooding will likely be explored at a later date for the whole corridor.</p> <p>We would encourage private property owners to reach out to their local council.</p>
	<p>Flood indicator signage around the Auld Avenue Bridge should be installed.</p>	<p>This will be consider in further development of the design.</p>
	<p>Transport for NSW needs to assess correctly what the impact of elevating sites and roads has on the surrounding area.</p>	<p>There will be no elevation of the road as part of the stage one improvements.</p>
	<p>Residents all need to be able to exit at times when told to evacuate.</p>	<p>The proposal won't impact on the ability for residents to evacuate in an emergency situation.</p>
	<p>Have there been any studies done around the changing contours?</p>	<p>In developing the design we have considered the changing contours and levels in the area.</p>
Traffic light phasing	<p>The traffic light phasing at the intersection of Henry Lawson Drive, Milperra Road and Newbridge Road is a problem. Motorists heading south get significantly more green time than those travelling north.</p>	<p>The intersection improvements would improve the overall operation of the intersection which would include the operation of the traffic lights.</p>
	<p>It is not uncommon for motorists to get five seconds of green turn every two minutes when turning right from Henry Lawson Drive into Newbridge Road.</p>	<p>As part of any intersection upgrade the traffic lights would be reprogrammed to ensure they function to consider the new conditions.</p>

Category	Feedback	Transport for NSW response
	Can Hermies Avenue be considered in the phasing for the Pozieres Avenue traffic lights to allow for safe turning into Hermies Avenue?	This is not part of the stage one area. These comments been noted by the project team for future planning.
	The traffic lights at Haig Avenue need to be adjusted.	
Maintenance	Henry Lawson Drive is full of potholes that need to be repaired. They are patched up after a rain event but not properly repaired.	This comment has been passed onto our maintenance team. You can report potholes directly to our maintenance partner Ventia Boral Amey Joint Venture on 1800 677 700. The proposed stage one upgrade would include resurfacing this section of Henry Lawson Drive.
	The road should be upgraded before any construction takes place.	Henry Lawson Drive would not be upgraded prior to construction. Our state road network is constantly monitored to ensure the network is regularly maintained and repaired. You can report potholes directly to our maintenance partner Ventia Boral Amey Joint Venture on 1800 677 700.
	Keep our local roads safe and well maintained.	Local roads are managed by local councils. Concerns around safety and maintenance of local roads should be raised directly with council.
Out of scope	Denman Road needs kerb and guttering.	Denman Road is a council road. This matter should be raised directly with council.
	Keys Parade needs to be elevated and turned into a usable road.	Keys Parade is a council road. This matter should be raised directly with council.
	Speed reduction measures, flood reduction measures, improvements to the bend in the road and no parking conditions should be installed along Raleigh Road.	Raleigh Road is a council road. This matter should be raised directly with council.

Category	Feedback	Transport for NSW response
	Police random alcohol and drug testing set up along Henry Lawson Drive causes traffic delays.	This matter should be raised directly with the NSW Police.
	Heavy vehicles should be kept off local roads.	Henry Lawson Drive is a key arterial road and an important connection for truck and transportation companies.
	Heavy vehicles shouldn't be allowed to use Henry Lawson Drive.	
	Alternative routes for heavy vehicles should be provided.	There is a list of approved roads which trucks are allowed to use. More information about this can be found on the Transport for NSW website.

4 The outcome and what's next?

Transport for NSW would like to thank everyone who provided feedback. We will continue to refine the concept design for the projects. Your comments have helped us understand the community's views on this corridor. Later this year we will display the concept design for public comment.

Once the concept design has been finalised we will carry out the required environmental assessments and publicly display them prior to construction.

5 Appendix A – community update February 2020



Transport for NSW

Henry Lawson Drive Upgrade

Have your say – early concept design features

February 2020



Intersection of Henry Lawson Drive, Milperra Road and Newbridge Road

The NSW Government is proposing to upgrade Henry Lawson Drive to reduce congestion and improve safety and connectivity.

Transport for NSW are investigating a 7.5 kilometre upgrade of Henry Lawson Drive between the M5 Motorway, Milperra and Hume Highway, Lansdowne. The upgrade would be staged with stage one spanning from Keys Parade to just north of Tower Road.

The proposal for stage one would provide more capacity for vehicles travelling through the intersection of Henry Lawson Drive, Milperra Road and Newbridge Road. It would improve efficiency along the corridor and safety for motorists and pedestrians.

How to provide feedback

We invite you to provide feedback on the proposed early concept design features until Friday 6 March.

All comments will be reviewed and responded to in a consultation report which will be made available on the project webpage.

Where are we now and next steps?

We are currently refining the concept design for the project. Your comments will help us to ensure we have considered public feedback in any further development of the concept design. Later this year we will display the concept design for public comment. Once the concept design has been finalised we will carry out the required environmental assessments and publicly display them prior to construction.



Building
two lanes



Improving
traffic flow

February 2020

What would the proposal involve?

The proposal would involve:

- Providing two lanes in each direction on Henry Lawson Drive between Keys Parade to just north of Tower Road
- Upgrading the intersection of Henry Lawson Drive, Milperra Road and Newbridge Road to provide:
 - An additional southbound lane
 - Extending the length and providing a dual right turn for motorists turning right from Milperra Road into Henry Lawson Drive
 - An upgraded left turn for motorists turning left from Newbridge Road into Henry Lawson Drive
 - Extending the length of the dual right turn lanes for motorists turning right from Henry Lawson Drive into Newbridge Road
- Upgrading the intersection of Henry Lawson Drive and Tower Road including providing a dual right turn from Henry Lawson Drive into Tower Road
- Widening the Auld Avenue Bridge to create two lanes in each direction.

The concept design for the project is still being developed. Detail regarding the design such as how the widening would impact the surrounding properties and land are still being developed and would be provided during the concept design have your say period.

Further information

1800 951 218

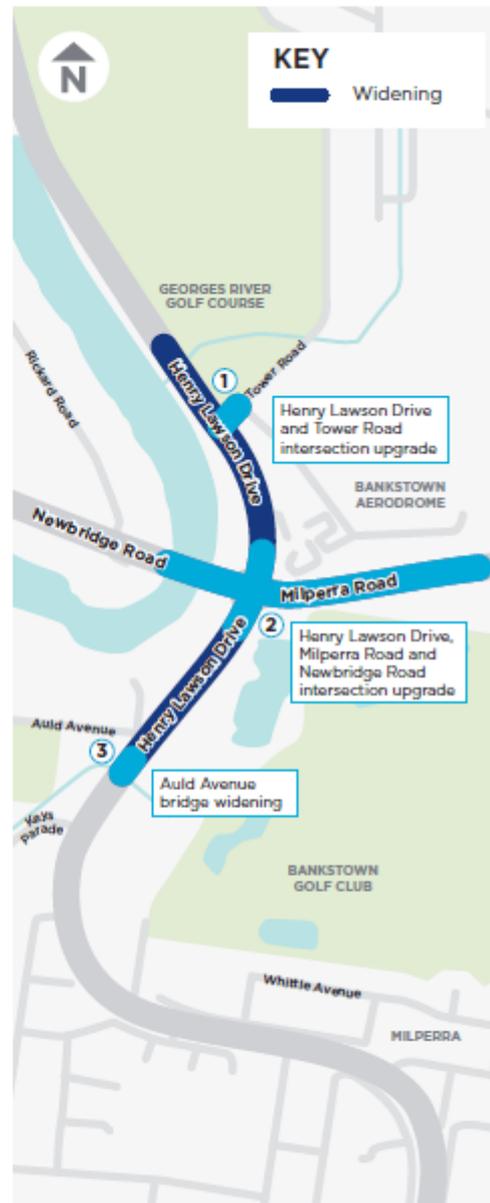
HenryLawsonDrive@rms.nsw.gov.au

GSPO - Henry Lawson Drive Upgrade
27 Argyle Street, Parramatta NSW 2150

For more information about the project, visit
nswroads.work/henrlawsondrive



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 951 218.



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