



# **Intersection upgrades on Henry Lawson Drive, Georges Hall**

Community consultation report  
February 2021

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# 1 Executive Summary

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Transport for NSW will upgrade Georges Hall (see Figure 1 below):

- constructing an additional southbound lane on Henry Lawson Drive between Endeavour Road and Rabaul Road, a length of about 140 metres
- converting the existing Henry Lawson Drive left turn slip lane between Beale Street and Haig Avenue from left-turn only to a shared left and through lane
- constructing a merge lane along Henry Lawson Drive south from Rabaul Road for a length of about 140 metres
- prohibiting right turns from Henry Lawson Drive, northbound, onto Rabaul Road, eastbound and encouraging road users to use the signalised intersections at Tower Road, to the south, and Haig Avenue, immediately to the north.

The project's total construction extent is about 600 metres, north to south, with some work for short distances along Beale Street, Haig Avenue, Endeavour Road and Rabaul Road.

The work will involve relocation of gas, water, electrical and telecommunication utilities along the roadway, as well as upgrades to existing drainage infrastructure.

Investigations to develop the project began in 2017 and, pending further approvals, construction is scheduled to begin sometime in 2021.

We have listened to the community, conducted traffic modelling and reviewed statistics to find that the Georges Hall key intersection and main roads require upgrades to address traffic congestion and traffic flow.

In July to 3 August 2020 community consultation was carried out using mail and on-line platforms to gather feedback and comments about the proposed improvements for Georges Hall.

The campaign reached 31,500 people inclusive of local residents and community members. We received feedback from 92 members of the community and from this we learnt:

- they were concerned about the proposal's effectiveness in addressing congestion
- the effect on local residents of banning the right turn at Rabaul Road
- the operation of traffic signals at Haig Avenue and its effect on traffic flow
- the removal of trees to accommodate the road widening and drainage work
- safety issues caused by large vehicles turning left into Haig Avenue
- the absence of measures designed to address northbound congestion (beyond the prohibited right turn at Rabaul Road).

### 1.1.1 Decision

Transport for NSW reviewed community and stakeholder comments during the consultation period. We will continue with the development of proposed improvements in Georges Hall with an additional element to the project scope as outlined below:

***Construction of a new footpath along Henry Lawson Drive:*** As a result of discussions with Canterbury Bankstown City Council, Transport for NSW has agreed to construct a pedestrian footpath along the eastern side of Henry Lawson Drive, between Haig Avenue and Rabaul Road.

While this issue was not in the original proposal, Council impressed on TfNSW its safety concerns for pedestrians along the side of the road, especially those with mobility issues.

## 2 Introduction

### 2.1.1 Background

In July 2020, Transport for NSW called for public comment on a proposed upgrade along Henry Lawson Drive, Georges Hall.

The 'Georges Hall upgrade' proposes a number of elements aimed at reducing north and southbound congestion and improving travel times in both directions.



More than 6,100 vehicles travel along this section of Henry Lawson Drive in the morning and evening peak periods and experiences heavy congestion. The road carries a large volume of heavy vehicles and serves as an important north/south

freight route, as well as servicing nearby Bankstown Airport. The Henry Lawson Drive and Haig Avenue intersection in Georges Hall is also the only signalised intersection along the 5.4 kilometre section on Henry Lawson Drive between Hume Highway, Lansvale, and the Milperra/Newbridge roads' intersection, at Milperra.

This project complements the NSW Government's separate \$100 million commitment to upgrade the length of Henry Lawson Drive, between Hume Highway and the M5 South Western Motorway, Milperra; a distance of about 7.5 kilometres (see chapter 3). An early concept design for the first stage of this project (Stage 1A) was released for public consultation in February 2020. About 80 submissions on the proposal were received and in July 2020, Transport for NSW published its consultation report. This report can be viewed or downloaded from the project webpage – [nswroads.work/henrylawsondrive](https://nswroads.work/henrylawsondrive). (A brief outline of the project is below.)

### 2.1.2 **Methodology**

Transport for NSW sought comment from users on the proposed changes. We worked within the COVID-19 pandemic restrictions to safeguard the community and our staff whilst doing our best to connect with the community.

The results were collated to understand the demographics and views of participants.

## 3 Engagement

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### 3.1.1 Consultation objectives

In July 2020, Transport for NSW distributed a 'Have Your Say' notification to about 5,500 residents and businesses in Georges Hall and Milperra, as well as parts of Lansvale, Lansdowne and Condell Park (see Appendix A). Geo-targeted social media posts were timed to coincide with the release of the consultation document and as a reminder to local residents. These invited people to comment on the proposed upgrade via the project webpage.

A2-sized posters were put up at key points along the affected stretch of Henry Lawson Drive, as well as near schools, childcare centres and in the Georges Hall town centre, about 640m to the east.

These engagements gave TfNSW the opportunity to:

- seek comment, feedback, ideas and suggestions for consideration on the proposed upgrade
- identify and contact directly affected residents and stakeholders
- build a database of interested and concerned community members for future engagement opportunities.

The comment period closed on 3 August 2020.

### 3.1.2 Engagement response

During the two week consultation period, TfNSW received **22 submissions** through the project webpage and email account (HenryLawsonDrive@rms.nsw.gov.au). Of these, 16 contained some reference directly relevant to the proposed scope of the Georges Hall upgrade (some raised matters both within and outside the consultation scope).

There were **70 unique comments** over two Facebook advertisements. Of these comments, eight referred to matters within the project scope. These advertisements were shared 32 times. (A breakdown of social media responses is at Chapter 2.2.3.)

#### Comments within the project scope

The key matters raised by respondents within the scope of the proposed Georges Hall upgrade included:

- concerns about the proposal's effectiveness in addressing congestion
- the effect on local residents of banning the right turn at Rabaul Road
- the operation of traffic signals at Haig Avenue and its effect on traffic flow
- the removal of trees to accommodate the road widening and drainage work
- safety issues caused by large vehicles turning left into Haig Avenue

- the absence of measures designed to address northbound congestion (beyond the prohibited right turn at Rabaul Road).

(These comments and TfNSW responses are summarised in the table below.)

### **Comments outside the project scope**

A number of submissions addressed matters outside the scope of the proposed Georges Hall upgrade. A summary of these submissions is at Chapter 6.

Seven submissions expressed a strong desire to see the duplication of Henry Lawson Drive from two lanes to four along its entire length between Hume Highway and the M5 South Western Motorway.

While these matters were out of scope, TfNSW directed respondents to the Henry Lawson Drive corridor upgrade consultation report (July 2020) for more information on the NSW Government's plans in this regard.

Respondents were advised when matters were out of scope but still relevant to TfNSW operations, and these issues have been forwarded for consideration and, if appropriate, for response.

Respondents were advised matters pertaining to the Canterbury Bankstown City Council operations have been forwarded to the council for consideration and appropriate response.

## Social media responses

TfNSW posted two advertisements to the NSW Roads Facebook page during the consultation period: the first as the process opened and the second to remind people to make submissions. In all, the posts attracted 250 comments, of which 70 were unique. The remainder was composed of replies by other Facebook users as well as TfNSW responses. The ads were also shared 40 times. (See samples at figures 2 and 3.)

Of the unique comments, 56 fell outside the consultation scope. The most prominent theme (28 comments) was the call for a whole-of-corridor upgrade. One other noticeable theme was the number of speed humps on Haig Avenue (a local road).

The 14 comments within the project consultation scope referred to the TfNSW's projected benefits of the upgrade, the need for a right-turn bay at Rabaul Road and the Haig Avenue intersection lights (see figure 3 for sample).

TfNSW (through its NSW Roads Facebook account) responded to unique comments, advising respondents of the February 2020 engagement for Stage 1A of the Henry Lawson Drive corridor upgrade and that TfNSW would be consider the comments as part of the consultation process.

The advertisements had an audience reach of 26,000 and attracted 189 'likes'.



Figure 2: Sample of Facebook comments within project scope

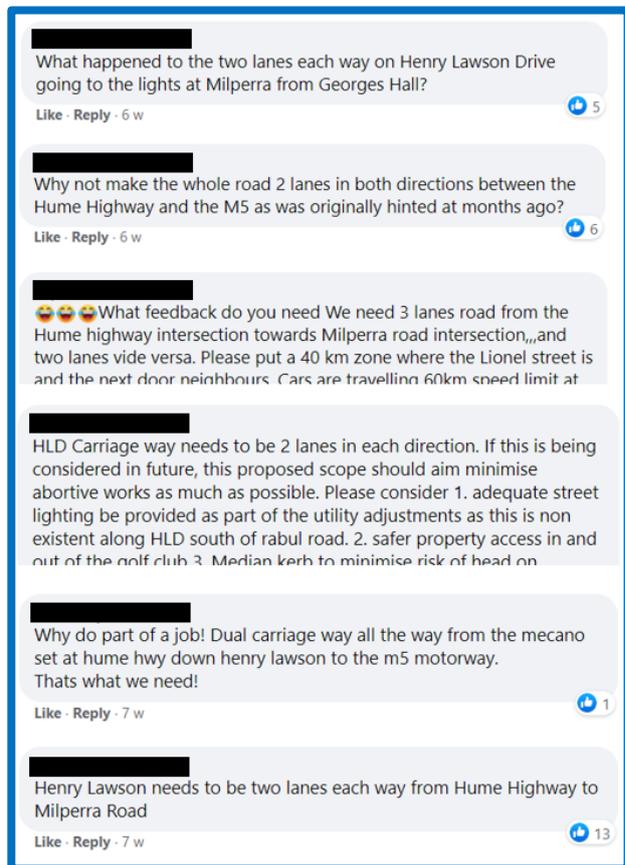


Figure 3: Sample of Facebook comments outside project scope

## 4 Analysis of the submissions

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Consideration of both official submissions and social media comments indicate mixed views about the Georges Hall upgrade however there is a shared concern for traffic congestion and flow. The public feedback generally demonstrates community support for a whole-of-corridor solution that goes beyond the proposed upgrade's localised scope.

Of the official submissions, six expressed views of the project that could be considered neutral, in that they contained sentiments both positive and neutral, while six expressed negative views and four expressed positive views.

Negative views varied from doubts about the projected benefit of banning the Rabaul Road right-turn, to concerns it would delay delivery of the corridor upgrade.

*"My other concern if these proposals go ahead as planned is that they will become an excuse to further delay any real improvements."*

On the other hand, support for the corridor upgrade often was more emphatic.

*"Just like Governor Macquarie Drive, Henry Lawson Drive needs to be two lanes each way from start to finish; that is from the Hume Highway to Newbridge Road."*

*"Anything less is not good enough."*

Views expressed on social media were more likely to favour of a whole-of-corridor approach.

Of the 50 unique comments over two staged Facebook ads, 20 expressed support for a whole-of-corridor solution. Comments referring to matters within the project scope were mostly neutral on the question of whether the project should proceed as proposed.

## 5 Relationship to the proposed \$100 million Henry Lawson Drive corridor upgrade

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Many of the submissions during the public comment period raised the issue of a larger upgrade of Henry Lawson Drive; in particular, a widening that would deliver a four lane road along a 7.5 kilometre corridor between Hume Highway to the M5 South West Motorway. This issue falls outside the scope of the proposed Georges Hall upgrade. However, a consultation process to deliver a large scale upgrade Henry Lawson Drive is underway.

In February 2020, TfNSW called for public comment on the first stage of this corridor upgrade. Specifically, Stage 1A of a proposed three-stage program would see Henry Lawson Drive widened between Keys Parade, Milperra, and its intersection with Tower Road, adjacent Bankstown Airport.

The proposed corridor upgrade is at an early concept design stage and construction is expected to begin in 2024.

Funding for the corridor upgrade and the Georges Hall upgrade is separate. The corridor upgrade is funded under a \$100 million NSW Government commitment; the Georges Hall upgrade is funded by the \$450 million Urban Road Upgrade and Congestion Program.

The corridor upgrade consultation report can be viewed or downloaded on the Henry Lawson Drive upgrade project webpage – [nswroads.work/henrylawsondrive](https://nswroads.work/henrylawsondrive).

## 6 The Outcome

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We have reviewed and considered all the feedback received during the consultation period, as well as traffic and safety statistics to help us make decisions about the delivery of this project.

There is generally community support for the traffic and safety improvements for Georges Hall.

However, many in the community expressed the belief that the improvements in the Georges Hall upgrade alone cannot meet the increasing future traffic demand, with specific need cited for a whole-of-corridor solution that goes beyond the proposed upgrade's localised scope.

The whole-of-corridor solution is a the corridor upgrade consultation report can be viewed or downloaded on the Henry Lawson Drive upgrade project webpage – **[nswroads.work/henrylawsondrive](https://nswroads.work/henrylawsondrive)**.

Respondents who raised matters relevant to the corridor upgrade proposal have been directed to this report for more determination on the NSW Government's plans.

## **7 Summary: public comment and Transport for NSW response**

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Transport for NSW has summarised the feedback received and provided responses in the table below.

**Table: Comments within project scope**

Category	Feedback	Transport for NSW response
<p><b>Effectiveness of the proposal</b></p>	<p>My concern is that these proposed Band-Aid suggestions will (a) cost a lot of money, (b) result in negligible, if any, improvements and (c) further delay any real prospects for improvement.</p> <p>A long (and costly) project will not solve the problems that motorists face every day and will delay any real prospects of improvements.</p>	<p>The NSW Government in February announced the first stage of a major three-stage program to upgrade Henry Lawson Drive, via a \$100 million commitment to widen the road from Keys Parade, Milperra, to Tower Road, Georges Hall. Two subsequent stages of the program will see Henry Lawson Drive upgraded along a 7.5 kilometre stretch between Hume Highway and the M5 South Western Motorway.</p> <p>It's not the case that TfNSW is choosing one approach over the other. The Georges Hall upgrade gives us the opportunity to take fast action to relieve congestion on one of the road's trouble spots by providing an additional southbound lane along Henry Lawson Drive. On the other hand, the corridor-length upgrade is significantly larger in scale and won't be delivered for a number of years. The design for the Georges Hall upgrade is all but complete, is fully-funded and construction is scheduled to begin in 2021.</p> <p>Funding for the two projects is also separate. The Georges Hall upgrade is funded under the \$450 million Urban Road Upgrade and Congestion Program.</p>
	<p>Thinking long term; it would be more effective in terms of money and time, if the present work plan integrates the future design for the four-lane road.</p>	

## Prohibition of right turns at Rabaul Road

The proposed No Right Turn at Rabaul Road will increase queues at the Haig Avenue intersection. There will be flow on effects further into Haig Avenue with motorists trying to access Rabaul Road, Georges Hall Grammar School and Bankstown Airport.

In designing the upgrade, Transport for NSW has looked closely at how traffic affects the intersections within the proposed upgrade area.

The number of vehicles turning right at Rabaul Road is relatively small, but can have a disproportionate effect on northbound traffic, particularly in peak periods. Rabaul Road is unsignalised, so right-turning vehicles have to wait for breaks in the traffic. This can cause queuing, especially when heavy vehicles cannot pass turning vehicles on the left.

The proposed addition of a southbound lane will also make right turns at this intersection less safe. Right-turning traffic at the unsignalised intersection at Rabaul Road presently has to filter across one lane of oncoming traffic. The proposed upgrade will increase this to two lanes, adding a level of risk to this right turn, particularly when vehicles in the outside lane are obscured by vehicles on the inside. It is TfNSW's view this is a safety risk that can be avoided by vehicles using the safer, signalised turn at Haig Avenue.

On the other hand, the right turn bay at Haig Avenue can hold about eight standard-sized vehicles and does not often reach capacity. TfNSW expects any increase in vehicles turning right at Haig Avenue can be accommodated within the right turn bay without affecting the progress of through traffic.

TfNSW also does not expect the amount of traffic turning onto Haig Avenue will cause any flow on effects further away from the intersection. This includes residential, school and commercial traffic. TfNSW has discussed with Canterbury Bankstown City Council traffic matters related to the proposed upgrade. The Council has not

Category	Feedback	Transport for NSW response
		<p>raised any issues with regard to the right-turn prohibition at Rabaul Road.</p>
	<p>Henry Lawson Drive northbound is also delayed by queued traffic waiting to get into the right hand turn lane for Haig Ave.</p> <p>I believe a similar widening of this part of Henry Lawson Drive (lengthening the right-turn lane) is required for northbound as well as the proposed southbound lanes.</p>	<p>There will be some instances where the number of vehicles turning right at Haig Avenue exceeds the capacity of the right turn lane. This happens with the present road configuration and will occur even after the upgrade is complete.</p> <p>However, the vast majority of northbound road users travel directly through the Haig Avenue intersection. TfNSW traffic modelling indicates removing impediments to northbound through-traffic past Rabaul Road will deliver a clear benefit, particularly during peak periods.</p>

Category	Feedback	Transport for NSW response
	<p>I have never noticed a problem with traffic banked up at Rabaul Road. There is ample space to undertake on the left side of turning vehicles.</p> <p>Placing a No Right Hand sign at Rabaul Road will significantly increase local traffic turning right at Haig Street - and this is where the real problem lies: traffic right along HLD - both ways - has been heavily delayed ever since the traffic lights were installed at Haig Street. Forcing more local traffic to turn right into Haig Street will exacerbate - not solve - that problem. For a start, the right hand turn lane would need to be extended all the way back to Rabaul Road - and then a longer right turn green signal would be necessary to allow all the extra traffic to turn into Haig Avenue. This in turn will cause even longer queues and delays in traffic travelling in the opposite direction.</p> <p>Surely a more sensible solution would be to add a right hand turn lane into Rabaul Road. There is ample space on the left hand lane to allow this to happen - and I would suggest at far less a cost.</p>	<p>TfNSW notes at the intersection of Henry Lawson Drive and Rabaul Road, it is common for through traffic to use the road shoulder to bypass vehicles waiting to turn right. This can be an unsafe manoeuvre, as it can bring fast-moving vehicles close to the utilities poles only a short distance from the shoulder. Moving the existing power poles to allow for a new lane would trigger the relocation of additional utilities, which would not be cost-effective for the project.</p> <p>The Haig Avenue intersection has a right-turn bay with capacity for about eight standard vehicles. The relatively low number of vehicles affected by the ban on the right turn at Rabaul Road are expected to be accommodated within this right turn bay without affecting the progress of through traffic at the intersection.</p> <p>In addition, right-turning traffic at the unsignalised intersection at Rabaul Road presently has to filter across one lane of oncoming traffic. The proposed upgrade will increase this to two lanes, adding a level of risk to this right turn, particularly when vehicles in the outside lane are obscured by vehicles on the inside. It is TfNSW's view this risk can be avoided by vehicles using the safer, signalised turn at Haig Avenue.</p> <p>A number of respondents have identified an issue with speed bumps along Haig Avenue. This matter falls within the operational responsibility of Canterbury Bankstown City Council. TfNSW will forward these concerns to the Council for its consideration.</p>
	<p>I strongly oppose the NO LEFT HAND TURN being implemented at Rabaul Road, and would hope this could be reconsidered.</p> <p>This is merely going to direct more traffic to turn at Haig Avenue.</p>	

Category	Feedback	Transport for NSW response
	<p>To remove any incidence of queueing all that needs to be done is to make a proper right turn lane sufficient for say, three or four vehicles. And a through slip lane on the inside for the through traffic on Henry Lawson. So easy and safe, and there exists a wide shoulder here next to the Kentucky Reserve car park for this purpose.</p> <p>And while on this subject the right turn bay into Rabaul Road needs extending to accommodate the often heavy traffic flows.</p> <p>The [Rabaul Road] turn is used daily by local residents and Rabaul Road also feeds to the airport Link Road for direct Bankstown Airport industry access. There is currently insufficient time for the Henry Lawson right turn signal at the Haig Avenue traffic lights for local Georges Hall traffic.</p>	
	<p>My comment is that if your plan should include a right hand turn lane by utilising the ample shoulder, (as is the normal case anyway,) the right hand turn could be maintained.</p>	

Category	Feedback	Transport for NSW response
	<p>The proposed no right turn into Rabaul Road is undesirable as it restricts the flow of traffic entering the Georges Hall residential areas and airport routes. Further, it creates a diversion to Haig Avenue. This in turn creates slower access due to an excessive number of speed humps along Haig Avenue, and redirects traffic via many suburban streets to obtain access to the airport facing road network.</p>	
<p><b>Merging of proposed second lane into one lane</b></p>	<p>A problem with the current proposal is converting the left turn only lane from Henry Lawson Drive onto Haig Avenue into a shared lane. Even extending the dual lane on the other side will not stop delays with traffic merging. Any minor reduction in queuing will be negated by the delays caused by the merging traffic. The end effect will be moving the delays 50 or so metres; it will have negligible impact on reducing delays.</p>	<p>The intersection of Henry Lawson Drive and Haig Avenue is the only signalised intersection between Hume Highway and Milperra/Newbridge roads (a distance of 5.4 kilometres). Southbound traffic at this intersection can queue back for considerable distances and can be additionally affected by the slower departure speeds of heavy vehicles when the lights turn green.</p> <p>By converting the left-turn only lane at Haig Avenue to a shared left/through lane, and creating an additional continuous lane from Haig Avenue to Rabaul Road, more vehicles will be able to clear the intersection with each green light phase. This additional lane reduces the impact on standard vehicles when heavier vehicles accelerate slowly from the green lights. TfNSW traffic modelling indicates there is enough capacity south of the signalised</p>
	<p>The merging of two lanes into one lane never works well, as getting into the right-hand lane from the left-hand lane causes more congestion than it solves.</p>	

Category	Feedback	Transport for NSW response
	<p>[Construct a four-lane road] rather than adding a lane for less than a kilometre in length, which will just allow more traffic onto the road only to pinch point it again when the lane runs out in both directions.</p>	<p>intersection to allow for smooth merging of the two lanes south of Rabaul Road.</p> <p>While this is not a solution to whole-of-corridor congestion issues, it will provide localised congestion relief and reduce the queue lengths on the approach to the intersection.</p>
<p><b>Misuse of existing left-turn lane</b></p>	<p>Currently many cars use the left turn only lane at Haig Avenue to go straight ahead southbound, before pushing in further downstream. This causes significant road safety risks.</p>	<p>With regard to driver behaviour, the widening of Henry Lawson Drive to two lanes through this section of road will eliminate the need and opportunity for road users to make dangerous and unlawful traffic movements.</p>
<p><b>Efficiency and safety of heavy vehicle movements at Haig Avenue intersection</b></p>	<p>There are often long wait times for up to three light change sequences for traffic turning out of Haig Avenue [because] large trucks turning left [onto Haig Avenue] occupy half of the right hand turn lane to negotiate the corner. This stops smaller vehicles utilising the left hand turn green signal</p>	<p>TfNSW has investigated this issue, and while we won't be taking further action in this regard, we have referred the comments to Canterbury Bankstown City Council, which has operational responsibility for Haig Avenue.</p>
	<p>Long trucks turning left into Haig Avenue from Henry Lawson Drive can take up both lanes. They often come close to cars waiting to turn from Haig Avenue, as well as the existing power pole. This should be stopped as it is unsafe. A concrete median would fix this problem.</p>	

Category	Feedback	Transport for NSW response
	<p>An issue here that is not identified is the difficulty for large truck turning into Haig Ave [from Henry Lawson Drive]. This is both because of the corner angle is less than 90 degrees and there is only a single lane heading east. Large trucks occasionally have to wait for the traffic queued in Haig Ave to clear before they can complete their turn.</p>	
<p><b>Phasing of traffic lights and effect on congestion</b></p>	<p>Transport for NSW should look at issues with the phasing of the traffic lights at the Henry Lawson Drive and Haig Avenue intersection. North and southbound vehicles have to wait long at the lights in peak periods to allow only two or three cars to enter Henry Lawson Drive from Haig Avenue. The green light periods for Haig Avenue traffic should be shorter and less frequent. This would greatly assist the traffic flow along Henry Lawson Drive.</p>	<p>TfNSW routinely assesses traffic light phasing to maximise the efficiency of vehicle movements.</p> <p>TfNSW has investigated this issue, and while we won't be taking further action in this regard, we have referred the comments to Canterbury Bankstown City Council, which has operational responsibility for Haig Avenue.</p>

Category	Feedback	Transport for NSW response
	<p>I object to the planned removal of native trees lining the eastern side of Henry Lawson Drive between Tower Road and Rabaul Road. These are mainly Blue Box (<i>Eucalyptus baueriana</i>) and Forest Red Gum (<i>Eucalyptus tereticornis</i>). The Blue Box trees in particular are very fine specimens uncommon in the area. Every effort should be made to configure the new alignment to preserve as many trees as possible.</p>	<p>TfNSW has made every effort to limit the number of trees it needs to remove to accommodate the road widening. Reasons for removal include where the trees are in the path of road widening, underground utilities or overhead power lines, or where they might pose a safety risk to road users.</p> <p>A professional arborist was engaged to advise on the trees needing to be removed and to identify where others could be preserved.</p> <p>TfNSW will work with Canterbury Bankstown City Council to develop and implement a strategy for local planting to mitigate the loss of trees.</p>
<p><b>Stormwater and flooding matters</b></p>	<p>Work also needs to be done to make sure heavy rains and flooding don't make it impossible to drive on.</p>	<p>The project involves upgrading localised stormwater and flood mitigation infrastructure above its present capacity.</p> <p>This includes new kerbs and gutters with pits and pipes along the project's extent on the eastern side of Henry Lawson Drive.</p>
	<p>It would be great to fix drainage on HLD.</p>	<p>This will help reduce the future impacts of flooding in the direct vicinity of the upgrade area.</p>

Category	Feedback	Transport for NSW response
<b>Footpath on Henry Lawson Drive</b>	<p>We've been there for seven years. And very lucky to have a park near us, but actually we can't ride our bikes to the park with our girls Alexandra 8 and Andrea 6, as we don't have a footpath to reach the light on Haig Avenue.</p> <p>I would like to ask if you can provide a footpath on that side of the road as you're putting our life in danger.</p>	<p>Unfortunately, there is no scope to include a footpath between Beale Street and Haig Avenue, as the project does not involve construction work in this location. As part of the upgrade, TfNSW will be constructing a new footpath between Haig Avenue and Rabaul Road, as the upgrade involves using the existing shoulder to construct a new lane.</p> <p>We appreciate this is a concern for you and your family. There will be future opportunities for TfNSW to consider more pedestrian and shared path options as part of the Henry Lawson Drive whole-of-corridor upgrade.</p> <p>At present, TfNSW is working on the concept design for Stage 1A of whole-of-corridor upgrade. Beale Street is in the area to be covered by Stage 2. People can find out more or sign up to receive projects updates at <a href="https://nswroads.work/henrylawsondrive">nswroads.work/henrylawsondrive</a>.</p>
<b>General support for the project</b>	<p>I support the proposed changes to Henry Lawson Drive between Beale Street and Rabaul Road. I have no issues with the proposed changes and strongly recommend that these works are carried out as soon as possible.</p>	<p>The next steps for the project are to finalise the review of environmental factors and finalise the design. Construction is scheduled to begin in 2021.</p>
	<p>The upgrades to Henry Lawson Drive are fine with us. All we want is the completion to the Hume Highway ASAP.</p>	

Category	Feedback	Transport for NSW response
<p><b>Scale of congestion underreported in consultation document</b></p>	<p>I think that the document seriously understates the problems along HLD from the Hume Highway right through to Newbridge Road. It almost seems to me that the author hasn't personally experienced the problems motorists encounter every day during the extended (and becoming more extensive) peak periods.</p> <p>Take for instance the statement in the Background section: "Southbound congestion during peak periods can extend from the Milperra Road intersection all the way back to Flinders Road." What nonsense! That is such a serious understatement that it suggests that your team does not appreciate the seriousness of the true problem.</p>	<p>The traffic conditions observed by TfNSW in designing the upgrade were made over a limited time only. We appreciate these conditions can vary, as can the experiences of motorists.</p> <p>Our investigations demonstrated a congestion issue serious enough to warrant a major investment in designing and delivering the proposed upgrade.</p>

Category	Feedback	Transport for NSW response
	<p>You mention that southbound congestion can extend back to Flinders Road in peak periods. My observation is that pre COVID times, and even recently, southbound congestion can often extend back to the 70/60km/h boundary for no apparent reason other than the traffic signals at Haig Avenue and Milperra Rd. On some occasions, southbound congestion reaches as far back as the Hume Hwy but I think that this is as a result of an earlier collision.</p> <p>Your proposal does not mention northbound congestion which occurs daily in peak hours except for an inference of right hand turn traffic at Rabaul Road. My experience is that northbound traffic backs up to Tower Road every weekday afternoon peak and around half that distance in the morning peak.</p>	

Category	Feedback	Transport for NSW response
	<p>I just wished to add to the list of possible improvements at the Milperra Bridge.</p> <p>With the addition of Flower Power on Henry Lawson Drive and the possible additional housing estate next to the River I believe a major improvement is also required to the right hand turn lane (heading North) from Henry Lawson Drive into Milperra Rd. In many instances throughout the day the traffic currently wishing to make that turn are already blocked and have to wait to access the present rather short lane.</p>	
	<p>Southbound traffic often extends back to the Meccano Set on Hume Highway and not just Flinders Street. I often sit in traffic waiting on the Woodville Road side of Henry Lawson Drive - it's a crawl all the way Milperra Road.</p>	

**Table: comments outside of project scope**

Category	Feedback	Transport for NSW response
<b>General traffic issues</b>	The proposal does not go far enough to address the right turning difficulty from Georges River Golf Course and Gasparo restaurant car park, into Henry Lawson Drive. In periods of medium to heavy traffic, there is limited opportunity to make a safe right hand turn.	The submission falls outside the scope of the project. Motorists are encouraged to exercise caution when leaving private premises and to consider other routes if concerned about safety.
<b>Flinders Road and Henry Lawson Drive</b>	We desperately need something at this intersection for cars to be able to cross safely from Flinders road on to Henry Lawson Road. Round about or traffic lights is much needed	These comments have been forwarded to the appropriate team within TfNSW for consideration and response, if required.
	Would it be feasible to include in this upgrade, work to the intersection of Flinders Road (no traffic lights please). This is generally the starting area (finish) of the traffic congestion to Milperra Road.	
<b>Tower Road intersection</b>	The traffic lights at Tower Road need to have a red arrow in peak traffic times. The traffic coming though from Georges Hall can begin to use two lanes about 100 yards or so away from these lights but the traffic in the inside lane acts like a barrier which obstructs the view of this second lane. I have seen a few accidents at this intersection and viewed many more near misses.	

Category	Feedback	Transport for NSW response
<b>Congestion improvements on non-State roads</b>	<p>To enhance traffic flow along Haig Avenue, place limitations on the movement of heavy vehicles along Marion Street and Birdwood Road originating from the Condell Park industrial area.</p> <p>Redirect heavy vehicles from the Condell Park industrial area to Milperra Road by linking Birch Street and Allingham Street to Nancy Ellis Leebold Drive.</p>	<p>The roads mentioned in the submission are managed by Canterbury Bankstown City Council. The submission has been forwarded to the Council for consideration.</p>
<b>Widening of whole of Henry Lawson Drive corridor</b>	<p>Can you please make the road from the Meccano Set to the M5 three lanes each way? Two lanes is better than one, but seems there's so much pressure on this road now that two lanes will soon become obsolete.</p>	<p>The issues raised in the submission are addressed in a separate program being developed by Transport for NSW.</p> <p>In February 2020, TfNSW called for public comment on the first stage of a proposed three stage program to upgrade Henry Lawson Drive between Hume Highway at Lansdowne and the M5 South Western Motorway at Milperra (the 'corridor upgrade'). The 7.5 kilometre corridor upgrade proposal includes investigating widening Henry Lawson Drive from two to four lanes.</p>
	<p>Just like Governor Macquarie Drive, Henry Lawson Drive needs to be two lanes each way from start to finish; that is from Hume Highway to Newbridge Road.</p> <p>Anything less is not good enough.</p>	<p>The first stage of the corridor upgrade is funded by a \$100 million commitment from the NSW Government.</p> <p>The proposed corridor upgrade is at a concept design stage.</p>
	<p>Please, just get it done and I hope that the dual lanes will extend from Beale street all the way to Milperra Road heading south. Second, Henry Lawson Drive should be made two lanes heading both south and north.</p>	<p>Further consultation is expected with local residents and businesses in late-2020. Work on subsequent stages has begun and will also be subject to public consultation.</p> <p>The Georges Hall upgrade is funded under the \$450 million Urban Road Upgrade and Congestion Program, which is separate to</p>

Category	Feedback	Transport for NSW response
	<p>Whilst the current proposal is a good one it just doesn't go far enough.</p> <p>The entire road from the Meccano set on the Hume Highway all the way down to the traffic lights on Newbridge Road should be two lanes each way. I understand it's a bit tight where there are houses in and around the Beale Street to Rabaul Road area but I am sure this could be overcome with careful planning. The rest of the road has plenty of space for the road to be widened to two lanes as most of it is parkland or unused land at the golf course.</p>	<p>the corridor upgrade funding. Delivery of the Georges Hall project will not affect delivery of the corridor upgrade.</p> <p>The corridor upgrade consultation report can be viewed or downloaded on the Henry Lawson Drive upgrade project webpage – <b><a href="https://nswroads.work/henrylawsondrive">nswroads.work/henrylawsondrive</a></b>.</p> <p>Respondents who raised matters relevant to the corridor upgrade proposal have been directed to this report for more ambition on the NSW Government's plans.</p>

Category	Feedback	Transport for NSW response
	<p>I feel so much time has already been wasted. This road is a host track along its entire length. It should have been a dual lane or triple lane road prior to the M5 opening onto it.</p> <p>People who have lived here in Milperra and George's Hall for more than 30, 40 or even 50 years have been waiting for the golden promise of HLD being upgraded. So let's get real!!</p> <p>This proposal will feed more traffic into single lane traffic that stretches from Tower Road to Lansvale/Lansdowne. Surely it is necessary to make the road past Tower Road ready for extra traffic before pushing an uncontrollable amount into the small area either side of Milperra Rd before upgrading that small section. Show some guts and be honest. The people of the area and those that use this area can foresee so many extra problems will be created if you work on the wrong areas first. The area from the M5 needs to be done first also.</p>	

# Appendix B: 'Have your say' on intersection improvements at George Hall



Transport for NSW

## Have your say - Proposed intersection improvements on Henry Lawson Drive, Georges Hall

Community consultation | July 2020



Proposed intersection improvements will help reduce northbound and southbound congestion on Henry Lawson Drive, Georges Hall

Between now and Monday 3 August 2020, you can have your say on plans to upgrade Henry Lawson Drive, Georges Hall, from Beale Street to Rabaul Road.

In February 2020, Transport for NSW sought feedback on stage one of a proposed three-stage Henry Lawson Drive upgrade. The findings of that consultation, along with community feedback, have been published on the Transport for NSW website.

As part of a commitment to improve travel on the entire corridor, Transport for NSW is also fast-tracking a proposal to upgrade a key pinch point on Henry Lawson Drive - from Beale Street to Rabaul Road, Georges Hall. Designs for the upgrade are well advanced and work could be underway as soon as early-2021.

The upgrade will deliver early relief for local residents and road users, who experience significant congestion along this busy corridor. This work will not slow down delivery of the Henry Lawson Drive upgrade program, which was announced by the NSW Government in 2018.

The proposed upgrade will be funded under the NSW Government's \$366m Urban Road Upgrade and Congestion Program. This funding is in addition to the NSW Government's \$100 million commitment to the three-stage Henry Lawson Drive upgrade.

Transport for NSW welcomes feedback on the project by **Monday 3 August 2020**.

July 2020

## Background

About 6,100 vehicles travel along Henry Lawson Drive, Georges Hall, during the AM and PM peak periods alone.

Southbound congestion during peak periods can extend from the Milperra Road intersection all the way back to Flinders Road, Georges Hall. At the same time, northbound traffic is slowed or stopped by vehicles waiting to turn right at the non signalised intersection of Henry Lawson Drive and Rabaul Road.

Crash data for the area are typical of roads where congestion leads to driver frustration. Between 2014 and 2019, 36 percent of recorded crashes were rear-end collisions.

Without changes to this stretch of road, congestion and wait times will grow longer over the next ten years. Southbound vehicles at the intersection in 2029 could expect average delays of more than a minute in AM peak periods, compared to the 20 seconds experienced in 2019. This figure almost doubles in the PM peak, from a 36 second average wait time (2019) to 65 seconds (2029).

## Our proposal

To address these issues and to better accommodate expected traffic growth in the area, Transport for NSW is proposing to widen Henry Lawson Drive, from Beale Street in the north to Rabaul Road in the south. The wider road will provide two continuous southbound lanes, helping alleviate congestion and improve travel times.

We are also proposing to prohibit the right turn from Henry Lawson Drive, northbound, onto Rabaul Road, eastbound. There are no signals at this intersection, so vehicles waiting to turn create downstream congestion extending towards Milperra Road.

## Key changes

- **Henry Lawson Drive (southbound) onto Haig Avenue** – changing the left turn-only lane to a shared left and through lane; extending the auxiliary lane approach to the intersection by about 45 metres
- **Henry Lawson Drive (southbound) between Endeavour Road and Rabaul Road** – utilising the existing shoulder to construct an additional southbound lane
- **Henry Lawson Drive (northbound) onto Rabaul Road** - Banning right turn movement



About 6,100 vehicles pass through Georges Hall each day during the AM and PM peak periods alone

## What you need to know

### Proposed no right turn – Rabaul Road

At present, only around 40 vehicles an hour make a right turn at this intersection during the morning peak period. However, queuing vehicles can have flow on effects, often bringing through traffic to a halt.

The proposed No Right Turn at Rabaul Road means road users will need to turn right at signalised intersections with Haig Street (between Beale Street and Rabaul Road) and Tower Road (1.3 kilometres south).

We appreciate this change might affect journeys for local residents, but will contribute to an easing of congestion.

### Changes to driveways

To allow for the widening of Henry Lawson Drive, we will need to reconstruct a number of driveway entrances along the eastern side of Henry Lawson Drive. This requires no further action from residents and landowners and we'll directly contact affected properties to discuss the changes.

### Removal of trees

Our work requires the removal of a number of trees from along Henry Lawson Drive. We are working to limit the number of trees as much as possible. However, it is inevitable a number of them will need to be removed, either because they are in the path of the road work or because they pose a threat to the safety of workers during construction.

### Parking on Henry Lawson Drive

Our work involves widening Henry Lawson Drive along its eastern side. Areas that might be commonly used for parking will not be available after construction begins and will not be reinstated when the widened section of road opens to traffic.

We appreciate parking is a concern for residents and businesses and Transport for NSW welcomes comment on this issue.



Queuing northbound traffic increases the potential for crashes

## Proposed intersection improvements on Henry Lawson Drive, Georges Hall



## What's next and when will work begin?

We will assess and respond to all public submissions to this process. We'll publish a consultation report addressing the issues that were raised and advising the public of the outcome, including any changes we make to the upgrade design.

Pending the outcome of consultation and finalisation of the design and assessment processes, construction is expected to begin in the first half of 2021. We'll provide advance notification of our intended start date. We'll also provide regular three-monthly project updates, which renew or outline changes to our work schedule and address any issues that might have arisen with the project.

## How do I have my say?

You can make a submission using the details below. The public comment period closes on **Monday 3 August 2020**.

## Noise and disruption

There will be periods where our work generates more noise and disruption than at other times. We are required to take all appropriate steps to minimise construction noise, wherever feasible. One condition is we require our work crews to complete the noisiest tasks, including jackhammering and concrete cutting, before midnight.

We're also required to notify the public in advance when our work requires changes to traffic conditions, such as road closures and detours.

We welcome comments on how we can mitigate the effects of our work on local residents and businesses.

## Our work schedule

When construction begins, our standard working hours are **7am to 5pm, Monday to Friday** and **8am to 1pm, Saturday**. We can work up to five days a week.

Our out-of-hours (night) work may take place between **8pm and 5am, from Sunday to Thursday** nights. We can work up to **five nights a week**.

We don't work public holidays. This schedule will be confirmed closer to the construction period and we are required to advise the public in advance if we need to work outside published times.

We welcome comment on this schedule, including any factors we need to consider when scheduling our work.

## Consultation outcomes - proposed Henry Lawson Drive upgrade, from Tower Road to Keys Avenue

The public comment period on the first stage of a three stage proposal to upgrade Henry Lawson Drive from Tower Road, Georges Hall, to Keys Avenue, Milperra, closed in March 2020. Under the proposal, the intersection of Henry Lawson Drive, Milperra Road and Newbridge Road would be upgraded and additional lanes would be provided between Tower Road and Keys Avenue.

The 78 responses addressed themes including: the extent of stage one work; the proposed widening; the possibility of a flyover/underpass/overpass; and design suggestions for consideration.

A summary of the submissions and Transport for NSW responses can be viewed or downloaded on the project webpage - [nswroads.work/henrylawsondrive](http://nswroads.work/henrylawsondrive).



Work to upgrade Henry Lawson Drive, Georges Hall, could begin as soon as early-2021

### For more information:

For more information about the proposed Georges Hall intersection upgrade or the proposed Henry Lawson Drive upgrade, please contact the project team:

☎ 1800 951 218

@ HenryLawsonDrive@rms.nsw.gov.au

🖥 [nswroads.work/henrylawsondrive](http://nswroads.work/henrylawsondrive)

✉ Henry Lawson Drive upgrade  
Transport for NSW  
27 Argyle Street, Parramatta NSW 2150



131 450

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.



July 2020  
20.227

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## 8 Appendix C – Public consultation notification February 2020, Stage 1A



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

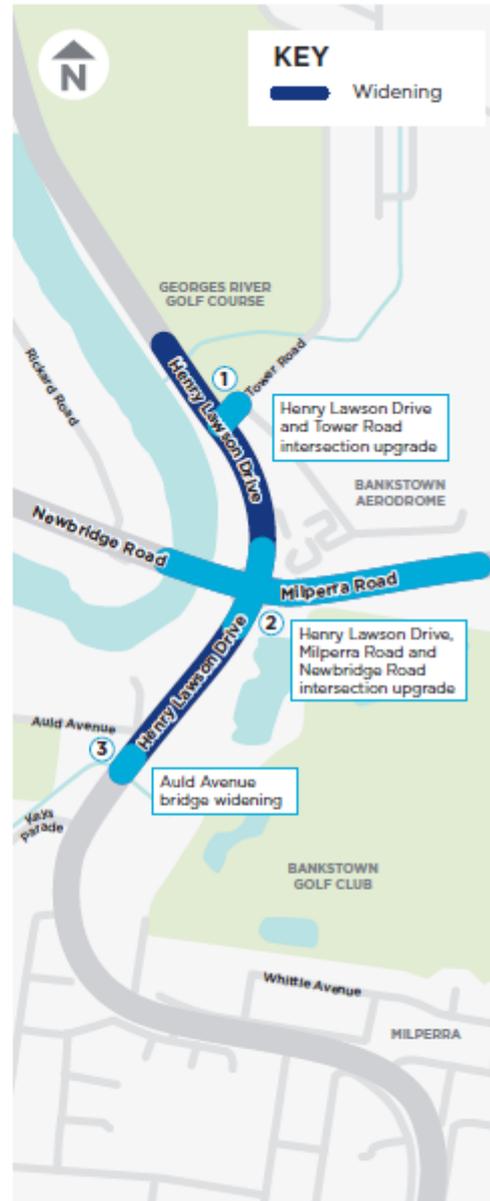
HenryLawsonDrive@rms.nsw.gov.au

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

For more information about the project, visit  
[nswroads.work/henrlawsondrive](http://nswroads.work/henrlawsondrive)



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February 2020  
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# 9 Appendix D – Facebook advertisement July 2020

**NSW Roads** 16 July · 🌐

We're proposing an upgrade to Henry Lawson Drive at Georges Hall to reduce congestion and improve journey times. Submit your feedback!

**Have your say**  
**Submit feedback by 3 August**

NSWROADS.WORK/HLD  
**Henry Lawson Drive**  
Submit feedback by 3 August

[Learn More](#)

👍❤️😬 157      206 comments 32 shares



NSW Roads

21 July

Share your feedback on Henry Lawson Drive at Georges Hall by 3 August to help us reduce congestion and improve journey times.



NSWROADS.WORK/HLD

Henry Lawson Drive

Submit feedback by 3 August

Learn More

35

44 comments 8 shares



December 2020  
Pub No XXXXXX

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