



Transport  
for NSW

# Improvements to King Georges Road and Connells Point Road intersection, South Hurstville

Community Consultation Report

# 1 Executive Summary

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## 1.1 Consultation summary

This report provides a summary of the consultation activities carried out by Transport for NSW (Transport) for the proposed upgrades to King Georges Road and Connells Point Road, South Hurstville intersection.

During the consultation period between Tuesday 6 October and Tuesday 27 October 2020, we:

- distributed 11,800 notices
- doorknocked over 30 businesses
- reached over 284,000 people on social media
- received 36 submissions via our website
- received 64 items of correspondence
- received a petition with 52 signatures
- received 14 calls through the project hotline
- received over 36 reactions and 23 comments on social media.

Key issues raised in the submissions include:

- the proposed changes to Connells Point Road west of King Georges Road
- the loss of parking for residents and local businesses.

A summary of submissions and our response can be found in Section 4 of this report.

## 1.2 Decision and next steps

We appreciate the time taken to consider the proposal and we thank the community for providing submissions during consultation.

After considering the submissions received, we have decided to make the following changes:

### 1.2.1 King Georges Road

Changes on King Georges Road include:

- widening will be between Connells Point Road and Culwulla Street/William Street to avoid high cost utility and property changes
- we will investigate opportunities to provide parking on the Service Road.

### **1.2.2 Connells Point Road west**

Changes on Connells Point Road west include:

- removal of the proposed roundabout at Connells Point Road/The Mall
- upgrade the pedestrian refuge for improved safety
- consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153
- extending the right turn lane by about 40m.

### **1.2.3 Connells Point Road east**

Changes on Connells Point Road east include:

- the proposed parking removal and extension of the right turn bay is not proceeding while additional investigation work and consultation with council and local stakeholders is carried out
- subject to the outcome of investigations and consultation, we may progress a proposal at this location and will consult with the community at the time.

### **1.2.4 Next steps**

We will continue to work with council and local stakeholders while developing the proposal with the above changes.

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## 2 Introduction

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### 2.1 Background

In February 2015, the NSW Government committed \$300 million to address critical pinch points along the A1, A3 and A6 routes south of the M5 Motorway as part of the Gateway to the South Pinch Point program.

We recommended the A3 King Georges Road Project under the Easing Sydney's Congestion Program Office (ESCPO) Gateway to the South – Pinch Points (G2SPP) Program to improve safety and alleviate congestion. The road is currently four-lanes (two in each direction) between Stoney Creek Road and Connells Point Road and is the last segment of the A3 south of the M4 Motorway that is not six-lanes with a central median.

Traffic modelling shows the forecast growth for the A3 King Georges Road to be approximately 15 percent for the AM peak and 18 percent for the PM peak by 2031 over current levels of traffic. As corridor traffic grows, the effects of the subsequent increase in congestion will lead to longer travel times and reduced travel time reliability for road users.

The upgrade along King Georges Road is being developed to alleviate these issues and will be delivered across different stages. Early work for the section of King Georges Road between Stoney Creek Road and Forest Road will begin in February 2021.

We have developed a proposed design for King Georges Road between Connells Point Road and Salisbury Street, including the Connells Point Road intersection which went out to the community for their consideration in October 2020.

### 2.2 The Proposal

Improvements to the intersection of King Georges Road and Connells Point Road, South Hurstville were proposed for improved safety, improved travel time reliability, reduced congestion and improved freight movement. The proposal released in the Have Your Say from October 2020 included:

#### 2.2.1 King Georges Road

- widening both sides of King Georges Road from Salisbury Street to Connells Point Road, South Hurstville to provide three lanes in both directions
- extending right turn bay on King Georges Road southbound by 45m
- introducing a median along King Georges Road
- upgrades to drainage
- relocating and installing pavements, footpaths, street lighting, power poles and kerbs
- road resurfacing and line marking
- changes to existing island and parking conditions on the Service Road
- some tree removal, trimming and landscaping.

### **2.2.2 Connells Point Road west**

- right turn bay from Connells Point Road onto King Georges Road south, extended by 45 metres
- left slip lane into Connells Point Road west realigned for improved vehicle and pedestrian safety
- right turn into shopping complex from Connells Point Road westbound removed to allow extension of right turn bay eastbound
- new roundabout installed at intersection of Connells Point Road and The Mall for vehicles to access shopping complex
- pedestrian refuge relocated west of new roundabout
- four parking spaces removed near new roundabout
- access into RSL maintained
- bus stops maintained.

### **2.2.3 Connells Point Road east**

- right turn bay from Connells Point Road onto King Georges Road north, extended by 56 metres
- nine parking spaces removed to allow extension of right turn bay and through traffic movements
- left slip lane, zebra crossing and pedestrian island removed at the corner of King Georges Road and Connells Point Road east for improved pedestrian safety, signalised pedestrian crossing is maintained
- no impact to bus stops.

## **2.3 Benefits**

The improvements are expected to provide:

- improved road and pedestrian safety
- improved travel time and reliability
- reduced congestion
- improved freight movements and efficiency.

## 3 Consultation approach

### 3.1 Consultation aims

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

- seek comment, ideas and suggestions for consideration when making a decision on the final scope of work
- advise directly affected stakeholders of changes and / or proposals
- build a database of community members interested in the proposal to engage with during the proposal's development and delivery
- provide an opportunity for the community to learn more about the proposal, ask questions, and provide submissions.

### 3.2 Consultation activities

Consultation on the proposal was carried out from Tuesday 6 October to Tuesday 27 October 2020. A number of activities were carried out during this period to give community members and stakeholders a chance to learn more about the proposal, ask questions and provide submissions.

**Table 1: Consultation activities**

Consultation activity	Summary
State and local government	Briefing meetings were carried out with the Local Member for Oatley and Georges River Council
Project update	A project update ( <a href="#">Appendix A</a> ) was distributed to properties within the distribution area ( <a href="#">Appendix B</a> ).
Direct consultation	Doorknocking businesses along King Georges Road and Connells Point Road.
Website	A project webpage is available at <a href="https://www.rms.nsw.gov.au/projects/kgr-bev-hills-to-south-hurstville/index.html">https://www.rms.nsw.gov.au/projects/kgr-bev-hills-to-south-hurstville/index.html</a>
Online portal	An online portal was used to collect and collate community submissions. This was hosted on our website above.
Social media post	Two Facebook posts ( <a href="#">Appendix D</a> ) including a link to the project webpage.
Newspaper article	A notification was published in <i>The St George and Sutherland Shire Leader</i> ( <a href="#">Appendix E</a> ).
Review of submissions	We reviewed all submissions from the community and used this in decision making in relation to the proposal.

## **3.3 Consultation outcome**

### **3.3.1 State and local government**

Briefing meetings were carried out with the Local Member for Oatley and Georges River Council during the development of the proposal.

We will continue consulting with elected representatives and local council through development on the proposal to ensure local interests are represented.

### **3.3.2 Project Update**

The community was informed through a project update ([Appendix A](#)) distributed to 11,800 properties along the proposed corridor and surrounding streets ([Appendix B](#)).

During the consultation period we were advised some of the community in the distribution area did not receive a project update, so a second distribution was carried out on 11 October 2020.

### **3.3.3 Direct consultation**

We door knocked more than 30 local businesses within the area of the proposal.

Unfortunately, due to COVID restrictions we were unable to door knock local residents or hold community kiosks to answer questions directly.

We called members of the community who were directly impacted by the proposal and requested to discuss their concerns with us.

### **3.3.4 Website**

The project webpage [nsw.roads/kgf](https://nsw.roads/kgf) contained information relating to the proposal as well as previous project updates.

### **3.3.5 Online portal**

Our online portal was used as one way to collect and collate community submissions. This was hosted on our website above.

Our online portal received 36 submissions during the consultation period.

### **3.3.6 Social media post**

Two geo-targeted social media posts ([Appendix D](#)) were also published on Facebook. This enabled us to target the wider community and customers who travel along the road corridor to inform them of the proposal and encourage them to make a submission. The posts reached over 284,000 people.

### **3.3.7 Newspaper article**

A notification was published in *The St George and Sutherland Shire Leader* on 14 October 2020 ([Appendix E](#)). This newspaper covers a population of over 423,000 people.

### **3.3.8 Submissions received**

We received:

- 64 items of correspondence which included emails and written letters
- 14 calls through the proposal contact number
- a petition with 52 signatures ([Appendix C](#))
- over 36 reactions and 23 comments on our social media posts.

### **3.3.9 Review of submissions**

We reviewed and considered all submissions received through the consultation period to make decisions regarding the proposal.

## 4 Consultation summary

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### 4.1 Overview

During the consultation period we received over 100 submissions across all communication channels.

Key issues raised in the submissions include:

- the proposed changes to Connells Point Road west of King Georges Road
- the loss of parking for residents and local businesses.

We also received a petition regarding the proposed changes to Connells Point Road west of King Georges Road and the loss of parking in the local area signed by 52 people.

### 4.2 Community submissions and our response

Community submissions and our response can be found in [Table 2](#).

Submissions not relating to the proposal and our response can be found in [Table 3](#).

**Table 2: Community submissions and our response**

Category	Feedback	Our response
<b>Support for proposed improvements to KGR and CPR intersection</b>	Increasing the right hand turn bays on CPR both ways and KGR south bound is worthwhile.	We thank you for your support.
	Action to consider ways to improve the intersection and the congestion on both roads is very welcome.	Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.
	We have waited 40 years for KGR to be widened and it is very welcoming to see something being done.	The key changes are:
	Extending the right turn lane will help with the southbound traffic flow and upgrading the drainage is positive.	<ul style="list-style-type: none"> <li>• widening on King Georges Road will be between Connells Point Road and Culwulla Street/William Street to avoid high cost utility and property changes</li> <li>• removal of the proposed roundabout at Connells Point Road and The Mall. Changes include: <ul style="list-style-type: none"> <li>○ upgrade the pedestrian refuge for improved safety</li> <li>○ consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153</li> <li>○ extending the right turn lane by about 40m</li> </ul> </li> </ul>
	Your proposed setup of a new roundabout will only cause more traffic congestion at this major road entrance to the Connells Point, Kyle bays, Blakehurst and Hurstville grove.	<ul style="list-style-type: none"> <li>• the proposed parking removal and extension of the right turn bay is not proceeding while additional investigation work and consultation with council and local stakeholders is carried out</li> </ul>
	The introduction of a roundabout at The Mall will result in a significant impediment to traffic flows in Connells Point Road. A significant number of vehicles will use the roundabout to U-turn to go back to the shopping complex impeding through traffic.	<ul style="list-style-type: none"> <li>○ subject to the outcome of investigations and consultation, we may progress a proposal at this location and will consult with the community at the time.</li> </ul>

Category	Feedback	Our response
Roundabout on Connells Point Road	The proposed addition of a roundabout outside of our home at 67-73 CPR and our neighbours place is an extreme safety hazard which would impact our ability to drive in and out of our own driveway as we would be required to reverse into a roundabout and on-coming traffic.	<p>Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.</p> <p>The key changes are:</p> <ul style="list-style-type: none"> <li>• removal of the proposed roundabout at Connells Point Road and The Mall. Changes include: <ul style="list-style-type: none"> <li>○ upgrade the pedestrian refuge for improved safety</li> <li>○ consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153</li> <li>○ extending the right turn lane by about 40m.</li> </ul> </li> </ul>
	The roundabout at the end of The Mall will make the traffic situation worse, especially for those living in the townhouses right there. We will not be able to get in and out of our driveways at all, particularly with the new pedestrian refuge.	
	Good to see increased length in turn bays and widening of road.	
	The extension of the right hand turn lane in CPR onto KGR is welcome and is a major frustration during peak periods.	
	The proposed pedestrian refuge is not compliant with Transport for NSW technical directions. As there is a proposed refuge, there will be a loss of 20m of parking on approach as required and will result in more parking loss than the residents and Council have been advised.	

Category	Feedback	Our response
<b>Roundabout on Connells Point Road (continued)</b>	<p>Your plan to relocate the current pedestrian refuge outside the South Hurstville RSL club (The Pinnacle) will create a traffic hazard to the older patrons of the club and local residents who need to access the shopping plaza. If this refuge is relocated to one street south, it would mean that these users would have to cross two streets and a longer distance to be able to access the shopping plaza. This is creating safety hazards for the local community, visitors and particularly the regular visitors from the retirement village which is only a street away.</p>	<p>Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.</p> <p>The key changes are:</p> <ul style="list-style-type: none"> <li>• removal of the proposed roundabout at Connells Point Road and The Mall. Changes include: <ul style="list-style-type: none"> <li>○ upgrade the pedestrian refuge for improved safety</li> <li>○ consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153</li> <li>○ extending the right turn lane by about 40m.</li> </ul> </li> </ul>
	<p>Closing the current right hand turn will only cause further congestion, making it extremely difficult to access the shopping centre and service station.</p>	
	<p>Stopping the right turn from CPR into the shopping centre will not work. Drivers will either pretend to drive into the service station then continue to shopping centre or not be able to access the service station for fuel at all.</p>	
	<p>Greenacre road is the main thoroughfare for the newly built high school at Marist Penshurst. There will be increased traffic that will now use Greenacre Road because of the removal of the no left and no right turn in and out of the shopping complex at CPR west.</p>	

Category	Feedback	Our response
<b>Roundabout on Connells Point Road (continued)</b>	Closing the right turn lane into the shopping centre will prevent tankers from entering the service station from CPR, and as they will not be able to negotiate a u-turn at the roundabout, will need to enter via Greenacre Rd and Mimosa Streets which are currently not used for heavy vehicle traffic.	<p>Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.</p> <p>The key changes are:</p> <ul style="list-style-type: none"> <li>• removal of the proposed roundabout at Connells Point Road and The Mall. Changes include: <ul style="list-style-type: none"> <li>○ upgrade the pedestrian refuge for improved safety</li> <li>○ consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153</li> <li>○ extending the right turn lane by about 40m.</li> </ul> </li> </ul>
	Currently there is the room/option for cars to overtake those waiting to turn right into the shopping complex which keeps traffic moving. Can provision also be made for a lane to allow traffic to flow westbound without waiting for cars turning right?	
	There is no doubt, that there will be issues as cars are held up by traffic in the carpark of the shopping complex waiting for cars to pull out of spaces, and others waiting to park and queues at the petrol bowsers that will extend out onto CPR.	
	How will large vehicles be able to easily negotiate the proposed roundabout at The Mall? This traffic congestion will also impact delivery of essential services (e.g. fire and ambulance).	
	The Mall is a T-intersection and does not align with the current entry to the shops, and therefore, would require lots of people to do a 270 degree turn around the roundabout. This area is frequented by a lot of older citizens and this could prove.	

Category	Feedback	Our response
<b>Roundabout on Connells Point Road (continued)</b>	The repositioning of the pedestrian refuge increases risk to pedestrians. Locals using bus services disembark next to the South Hurstville RSL and currently use the refuge to cross CPR. The repositioning of the refuge means pedestrians will now be required to cross The Mall to use the new refuge which increases risk.	<p>Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.</p> <p>The key changes are:</p> <ul style="list-style-type: none"> <li>• removal of the proposed roundabout at Connells Point Road and The Mall. Changes include: <ul style="list-style-type: none"> <li>○ upgrade the pedestrian refuge for improved safety</li> <li>○ consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153</li> <li>○ extending the right turn lane by about 40m.</li> </ul> </li> </ul>
	There is ample parking in side streets and off road car parks for shoppers in the area, so the loss of a small number of spaces does not outweigh the significant improvement to congestion and bus service on time running.	
	Petition noting concerns with the proposed roundabout signed by 52 people.	

Category	Feedback	Our response
<b>Parking on Connells Point Road</b>	<p>Liaise with Georges River Council to identify an alternative and convenient location for 15 parking spaces so that local residents can continue to visit the South Hurstville Shops.</p> <p>With the new housing developments on CPR, the variety of venues nearby and the battle axe driveways taking up much of the main street parking, we are left with a huge task of locating a “somewhat” close by parking spot. There are no car park spots for those who come home after 5.30pm.</p> <p>The issue for the north east corner is that there are very few parking options as Rossi Street is always parked out by residents and similarly Allen Street has little parking.</p> <p>Over recent years there has been a considerable reduction in parking availability at South Hurstville due to the closure of parking areas off Allen St, then the new development underway and then the imposition of clearways on KGR over the weekend which removes parking for much of the weekend. There are also parking restrictions on CPR east. This lack of parking has put considerable pressure on the large parking area at the IGA supermarket, as well as the RSL Club. This will be further complicated when the new unit development in CPR opens.</p>	<p>Following consultation, we note parking was a key concern of the local community. As such we have made changes to the proposal.</p> <p>The key changes are:</p> <ul style="list-style-type: none"> <li>• the proposed parking removal and extension of the right turn bay is not proceeding while additional investigation work and consultation with council and local stakeholders is carried out</li> <li>○ subject to the outcome of investigations and consultation, we may progress a proposal at this location and will consult with the community at the time.</li> </ul>

Category	Feedback	Our response
<b>Parking on Connells Point Road (continued)</b>	<p>This small commercial hub on the corner of CPR and KGR (and those who use/need these public/private amenities) have already suffered due to the previous loss of 12 spaces of the public carpark (sold to the developer of the 70 unit block) and 20 parking spaces that were between the library and a private commercial block with multiple tenants (that was also used by the general public). I also draw your attention to the fact that there is a piece of land for sale behind the service station at 63 Connells point road. This will lead to the loss of another seven parking spots.</p> <p>We have also been recently advised that part of the carpark behind IGA is being/has been sold. This may affect another 10 or so businesses and is very disturbing news. So there is a still greater need for more parking, not less.</p> <p>A council parking lot in Allen Street was lost to developers which contained approximately 16 more parking spots. Council has just placed on the market another parking lot between the hotel and service station, losing a further 25 parking spots with another four disabled spots that shall have to be accommodated in the main parking lot. So that means a further four spots from the main parking.</p> <p>Petition signed by 52 people.</p>	<p>Following consultation, we note parking was a key concern of the local community. As such we have made changes to the proposal.</p> <p>The key changes are:</p> <ul style="list-style-type: none"> <li>the proposed parking removal and extension of the right turn bay is not proceeding while additional investigation work and consultation with council and local stakeholders is carried out</li> <li>subject to the outcome of investigations and consultation, we may progress a proposal at this location and will consult with the community at the time.</li> </ul>

Category	Feedback	Our response
<b>Restricted parking</b>	<p>I have bad knees and cannot walk long distances (15-20m is a far distance). There are no disability car parking areas currently around, so I often need to park in the shopping complex nearby, but this is currently too far for me to handle.</p>	<p>Restricted parking (including disabled parking and loading zones) will be reviewed during the development of the design.</p> <p>If restricted parking is impacted, we will liaise with council to determine if there is a suitable nearby location to relocate the parking.</p>
	<p>This proposal directly impacts our business as you are proposing to remove the loading zone in front of our building, as well as removing six more parking spaces (one being a disabled parking space). Our building has no back entrance, therefore, our front door is our only way in and out of the premises. We rely heavily on the loading zone to be able to accept deliveries, unload stock and also for customers to quickly stop to load their cars with boxes or goods. During our peak season (September to December) we will probably be dropping off stock up 20-50 times a day and as a result, will need the loading zone to quickly drop goods off to the shop.</p>	
<b>Additional parking</b>	<p>Include a few car spaces so people are able to park there, limiting the amount of parking. I do agree with the removal of six car spaces towards the end of the Service Road.</p>	<p>We will investigate the possibility of including additional parking within the modified island on King Georges Road for the local community. Please note additional parking will require both design, operation and safety elements to be met.</p>
	<p>I see a real possibility of modifying the centre island and service road. Provide more formal angle parking to compensate for some of the losses.</p>	

Category	Feedback	Our response
<b>Connells Point Road (east) lane layout</b>	CPR East heading south no longer has a left turn lane which was also used as the bus slip lane for the bus stop so through traffic is not interrupted. The removal of the Left slip lane which is also used as the bus stop lane for the bus stop means drivers wanting to go from CPR East to CPR West will be held up by busses stopping at the bus stop. This is detrimental to improving congestion.	<p>Please note the drawing provided in the October 2020 community update missed the existing line marking for the left turn lane on Connells Point Road (east). We apologise for any confusion, but can confirm the proposal was maintaining the left turn lane.</p> <p>The extension of the right turn lane and removal of parking on Connells Point Road east of King Georges Road is not proceeding pending further investigation work and discussion with council. Should this or another scope be proposed following the investigation we will advise the local community.</p>
<b>Traffic signal timing</b>	<p>Lengthening the right turn lane in CPR to accommodate more vehicles turning right into KGR, will the duration of the green filter be increased to allow for more cars to turn right? Can sensors be built into the road to sense the number of vehicles making this turn? During off peak hours, there will not be any need for a long filter time and unnecessarily holding up the general traffic flow.</p> <p>Whilst expanding right hand turn lanes on CPR is a step, it will only allow more congestion on that road. The problem is the traffic lights can't handle the volume of traffic now.</p> <p>In regards to the right hand turn bay from KGR onto CPR. This would possibly be feasible, but I agree with keeping the traffic lights "green" for longer as cars coming up from KGR traveling south do have to navigate the hill and this delays cars getting through these lights.</p>	<p>The proposal will optimise signal timing to provide the most benefit to customers using the intersection.</p> <p>The intersection currently has loops installed and is part of the Sydney Coordinated Adaptive Traffic System (SCATS). The allocation of green time and phases is determined by the customer demand and volumes at this and other intersections along King Georges Road. SCATS is continually updating signal timing in real time to benefit the overall network.</p>

Category	Feedback	Our response
King Georges Road	I would like to see the median strip along KGR extended further. This would stop the people who are continually trying to cross KGR or trying to turn right onto KGR from the side streets. It is dangerous and holds up traffic. People can easily drive around to CPR or Hillcrest to access KGR.	<p>The median on King Georges Road is part of the proposal to improve safety for customers.</p> <p>The proposal will widen King Georges Road to three lanes in both directions which will increase the risk of accidents from uncontrolled right turning traffic from side streets.</p>
	The introduction of a median along KGR past Joffre and Culwulla Streets should be reconsidered when the width of the lanes and the road itself for traffic is so critical, and the overall width of the road is limited due to the available space.	There is sufficient width within the road reserve to allow for the median and widening without property acquisition and only minor property adjustments.
	The service road should be modified so that it can't be used as a rat-run to avoid queued traffic stopped at lights.	The proposal is adding a third lane along the length of the service road. It is unlikely customers will use the service road to skip traffic in the new layout given the additional lane, improved traffic flow and reduced congestion on King Georges Road.
	The current location of the service road exit works well because cars stopped or stopping at the lights tend to give way to vehicles waiting to enter. I believe that moving further away from the lights will make it more dangerous for drivers to enter KGR. The exit should be left as it is.	The proposal has amended the service road exit for improved safety and visibility of customers merging into King Georges Road. In heavy traffic, customers on King Georges Road can still give way to vehicles waiting to merge from the service road.
	Ensure adequate signage heading north along KGR, if there is an increase to three lanes up to Halstead St.	The proposal will provide suitable signage and line marking as part of the improvement work.

Category	Feedback	Our response
Active transport	The widening of Salisbury Street to CPR will have a detrimental impact to the footpath for pedestrians. What is the point of widening this part when it will be two lanes anyway. Cars and trucks already go too fast from CPR traffic lights. It will only cause more accidents by moving the merge lane later, in a more residential area.	<p>Pedestrian safety is a key factor in the proposal. The footpath will be increased to a width of 1.5m and be aligned to the property boundary to increase offset to the kerb. The verge (where the footpath is located) will have a minimum width of 3.5m.</p> <p>King Georges Road widening is carried out in a staged approach with consideration given to customer needs and budget constraints. The current proposal is part of the staged widening and if funding is made available in future, further upgrades may be developed.</p>
	A pedestrian refuge should be installed on the KGR medium for pedestrians to safely wait as vehicles turn right from CPR into KGR and KGR through traffic flows. As I have Parkinson's and walk with a very slow shuffle I regularly cross from the CPR bus stop.	<p>Given the confined road reserve boundaries it is not possible to provide a pedestrian refuge on King Georges Road as part of the proposal.</p> <p>We will provide a controlled crossing for the width of the road, with additional time provided to allow pedestrians to cross the road.</p>
	It is too dangerous for local residents particularly for older people who need to cross the road. I have already witnessed so many near missed situations involving older pedestrians who could not finish crossing the King George road from the current pedestrian island. If the pedestrian crossing green light remains the same duration and pedestrians need to start from the curb, there could be more traffic incidents involving older pedestrians in the future.	<p>We will maintain the median pedestrian call button for customer unable to complete the crossing in the allocated time.</p>

Category	Feedback	Our response
<b>Active transport (continued)</b>	Please ensure that there is sufficient room for bikes adjacent to the new pedestrian island in this location as this will be a pinch point for bikes and vehicles travelling in both directions.	We are making adjustments to the pedestrian island to improve safety for all customers.
	Why remove the left slip lane into Connells Point Rd East when you are keeping the left slip lane into Connells Point Rd West? It will be a difficult left turn for south bound traffic turning from KGR without the slip lane.	The pedestrian island was identified as being small and unsafe during a safety audit for the proposal. Given the confined road reserve boundaries it was not possible to increase the size and as such it was removed as part of the proposal. The proposal will provide a controlled crossing with additional time provided to allow pedestrians to cross the road.
	The pedestrian island that exists on the north east corner of the intersection should be maintained. This reduces the time to cross for pedestrians, many of whom are elderly.	The removal the pedestrian island is not a design requirement for the proposal.
	I look forward to the pavement surface improving and hope you note the presence of valve boxes in the road (CPR when travelling south) and ensure they are flush with the pavement surface as these are right in the bike path lane, as there are always cars parked just south of the intersection with The Mall.	<p>We will resurface the road where changes are being made, including some sections of Connells Point Road. Utility lids will be identified and tied into the pavement as appropriate.</p> <p>Pavement outside the limit of work is managed through maintenance program of the controlling body (council or Transport).</p>

Category	Feedback	Our response
<b>Active transport (continued)</b>	I would recommend the inclusion of a zebra crossing on The Mall, as this will assist pedestrians from the preschool and church on the street.	Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.
	The addition of a pedestrian crossing would make an immense difference when crossing the road either to or from the shops for the local residents. The intersection of KGR and CPR is busy and generally too far to be used when crossing CPR.	<p>The key changes are:</p> <ul style="list-style-type: none"> <li>• removal of the proposed roundabout at Connells Point Road and The Mall. Changes include: <ul style="list-style-type: none"> <li>○ upgrade the pedestrian refuge for improved safety</li> <li>○ consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153</li> <li>○ extending the right turn lane by about 40m.</li> </ul> </li> </ul>
	A pedestrian crossing will allow people to safely cross without having to run across to make it in time. Please consider a pedestrian crossing along CPR in a safe position with the new changes you have proposed and in a convenient spot for maximum use.	<p>We are not proposing to introduce a zebra crossing due to the close proximity of the intersection which provides a controlled crossing.</p> <p>Connells Point Road and The Mall are council operated so we will notify council of your comment.</p>
	Bike delivery drivers should be considered in these changes. They take food from venues on both sides of KGR, and therefore, cross the road at the pedestrian crossing points. They should be catered for with the new crossings and pram ramps to allow pedestrians and cyclists to use the footpath areas in this busy intersection environment.	We consider all customers as part of the Proposal development, including those using active transport methods.

Category	Feedback	Our response
<b>Active transport (continued)</b>	Unfortunately, the road is very narrow when travelling north on CPR after crossing KGR due to the bollards. Normally vehicles are good and do not pass too close as I am only slightly slower than them at this time of day after setting off from the lights. However, I'm always nervous as the road narrows prior to the bus stop.	<p>Given the confined road reserve boundaries it is not possible to widen Connells Point Road as part of the proposal.</p> <p>Road Safety Audits will continue to be carried out through the development and construction of the proposal to maintain safety for customers using the intersection. Customers should use caution and be considerate to other customers using this intersection.</p>
	I commute daily by bike along this route and would like to see cyclists considered in the improvements.	We are not proposing to introduce a green bike waiting area at the intersection due limited road reserve and to maintain performance of the intersection.
	A green bike waiting area in the left lane of CPR in both directions would make it safer. By being at the front the cars can see the bikes and frequently the left turning vehicles are waiting for pedestrians to cross, and therefore, this lane is appropriate for bikes that are travelling straight through. It also enables cars to pass me as I cross KGR, which they are always in a hurry to do. I've also noted that when there are no vehicles a bike does not trigger the lights to cross KGR, it's difficult to make my way to the pedestrian crossing point to trigger the lights.	<p>Bicycles should be able to trigger the lights to change. The bicycle must be positioned in the correct location (over the loop in the road) for the lights to change. The loops will be checked during construction to ensure they are working correctly.</p> <p>We are not proposing to install bicycle markings on Connells Point Road. This is a council operated road so we will notify council of your comment for their consideration.</p>
	Some road marking indicating that bikes are sharing the lane could be useful.	

Category	Feedback	Our response
<b>Environmental impacts</b>	The service road readjustment has huge environmental impacts. To make adjustments to allow for a third lane requires the removal of four trees that are along the existing island.	We aim to minimise vegetation removal where possible. Roadside trees and vegetation within the project footprint would be impacted as a result of the proposal. The extent of tree removals within the project footprint cannot be confirmed at this stage and may be subject to change following further investigation and design development.
	The width that would be required means that the congested area will have less carbon emission support from the very adult trees, as they will be removed and increased noise for residents that live along the service road.	The trees along the service road provide minimal, if any, noise mitigation for the buildings behind.
	These trees offer a lot of shelter and shade and noise filtering from the road. The sun blazes in in the afternoon and this is the only shade residents have. They also maintain the streetscape and value of properties along this 50 metre or so area.	A Review of Environmental Factors (REF) is being prepared to assess the environmental impacts of the proposal and to outline measures required to manage and mitigate these impacts. The REF will include consideration of potential impacts of tree removals and recommend suitable mitigation planting strategies to replace any vegetation or trees removed as a result of the proposal.
	I am concerned about the trees in the island between the service road and KGR on the north eastern side of KGR (Penshurst side of CPR). You seem to downplay the destruction of these trees from the island - there is nothing on the diagram, and a very vague 'some tree removal'.	We acknowledge there will be a reduction in shade and visual amenity with the removal of these trees. The proposal will prepare a landscape plan in line with the REF findings and in consultation with council to provide new vegetation in the local area.

Category	Feedback	Our response
Proposal benefits	A wider road is to accommodate commuters who only pass through - not the people who live in South Hurstville.	<p>The proposal is anticipated to improve flow and safety for all customers.</p> <p>We acknowledge the proposal could change the way some customers move around their suburb. Impacts on local communities are minimised wherever possible while also balancing the project benefits and improvements for all customers.</p>
	The area that I think could be improved is the third lane of KGR merging at Halstead Street heading north. A lot of traffic turns left at the very next intersection, Hurstville Rd, and to have vehicles merging into two lanes and immediately encountering other vehicles slowing down to turn left may cause traffic problems, even accidents, as this is also all downhill making emergency braking even harder. Consider moving the third lane one block further to Hurstville Road where traffic turning left into Hurstville Road will not affect the other two lanes continuing north along KGR.	<p>We have carried out investigations, modelling and studies to determine the current and future needs at this location. The studies show the proposal will provide a benefit now and into the future for customers.</p> <p>King Georges Road widening is carried out in a staged approach with consideration given to customer needs and budget constraints. The current proposal is part of the staged widening and if funding is made available in future, further upgrades may be developed.</p>
	It seems a short term solution to manage traffic flow which will only increase in coming years.	
	All of KGR from Forest Rd to CPR should be three lanes in both directions as a matter of priority.	
	The widening of the lanes between Rickard and Halstead streets, isn't solving an issue, you are simply moving it further down the road.	

Category	Feedback	Our response
<b>Proposal benefits (continued)</b>	Why this proposal only widen the section between Connells Point Road and Salisbury Street? We are experiencing a real traffic flow problem in the Hillcrest Ave section.	We have carried out investigations, modelling and studies to determine the current and future needs at this location. The studies show the proposal will provide a benefit now and into the future for customers.
	Heading north-west, it would be advantageous to continue this widening to the next corner, Hillcrest Street. Numerous vehicles turn left from KGR into Hillcrest Street, slowing traffic when this occurs. A third lane between Halstead Street and Hillcrest Street could be designated a mandatory left turn lane taking this turning traffic out of the flow of through traffic on KGR, thus removing the interference with the flow of traffic.	King Georges Road widening is carried out in a staged approach with consideration given to customer needs and budget constraints. The current proposal is part of the staged widening and if funding is made available in future, further upgrades may be developed.
	It is absolutely necessary to widen the intersection of King Georges Road and Hillcrest Ave to release the congestion between Forest Road and Connells Point Road along KGR. This Hillcrest section is so congested and is the cause of accidents on a weekly basis.	
	I think what is proposed is very good however it would be better if the widening of KGR to three lanes be extended past Halstead St to Hurstville Road or better still to Hillcrest Avenue.	

Category	Feedback	Our response
<b>Proposal benefits (continued)</b>	The expansion of three lanes north-west should be continued to Hurstville Road. This is a reasonably important left turn for residents of Hurstville Grove and Oatley. This could be a left turn only lane.	<p>We have carried out investigations, modelling and studies to determine the current and future needs at this location. The studies show the proposal will provide a benefit now and into the future for customers.</p> <p>King Georges Road widening is carried out in a staged approach with consideration given to customer needs and budget constraints. The current proposal is part of the staged widening and if funding is made available in future, further upgrades may be developed.</p>
<b>Bus infrastructure</b>	CPR East - Moving the bus stop further east by 20 odd metres from its present position could be advantageous as buses do slow up the traffic as they approach the present bus stop.	<p>Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.</p> <p>The extension of the right turn lane and removal of parking on Connells Point Road east of King Georges Road is not proceeding pending further investigation work and discussion with council. Should this or another scope be proposed following the investigation work we will advise the local community.</p>
	Move the bus stop (CPR before KGR) from close to the corner to back where the first few spots are on CPR. This could be the last three spots closest to the intersection, however leaving the other six spaces for the use of citizens.	
	Would be good to see improvement to local transport options along KGR, including bus services.	<p>We consider all customers as part of the Proposal development, including those using public transport.</p> <p>By reducing congestion, improving travel time and reliability of journeys, the proposal is helping to keep public transport moving through this intersection.</p>

Category	Feedback	Our response
<b>Bus infrastructure (continued)</b>	The bus stop which is vital node to a number of different routes should not be moved, however, the mere fact that buses will be stopping there regularly every five to 10 min and thus block that lane would seem to negate some/all of the benefits of removing the nine parking spots in that lane.	Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.
	We are concerned about the bus stop on the Hurstville side of KGR. It already causes congestion when it stops. Is there going to be sufficient room for cars to pass if there is a bus stopped at the bus stop there?	The extension of the right turn lane and removal of parking on Connells Point Road east of King Georges Road is not proceeding pending further investigation work and discussion with council. Should this or another scope be proposed following the investigation work we will advise the local community.
	Moving the bus stop further along Connells Point Road (to the other side of The Mall) will reduce or even eliminate delays with cars turning right into the shops.	Following community consultation, we have reviewed the proposal and will proceed with a changed scope of work from what was advised in the October 2020 community update.
	I am pleased with the commitment not to remove or relocate any bus stops in the area, and ask you to maintain this commitment even if further changes are made based on other feedback.	<p>The key changes are:</p> <ul style="list-style-type: none"> <li>• removal of the proposed roundabout at Connells Point Road and The Mall. Changes include: <ul style="list-style-type: none"> <li>○ upgrade the pedestrian refuge for improved safety</li> <li>○ consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153</li> <li>○ extending the right turn lane by about 40m.</li> </ul> </li> </ul> <p>The consolidation of bus stops is agreed with the bus operators to aid efficiency.</p>

Category	Feedback	Our response
<b>Bus infrastructure (continued)</b>	Traffic problems on CPR are often caused by the frequent buses - two or even three buses coming at the same time (bus services to Hurstville converge onto CPR). The bus movements need to be looked at - buses often cause blockages which then have a knock on effect on the rest of the traffic.	<p>As part of the investigation work for this proposal we have investigated the 'double stacking' of buses at stop 222149 from Monday to Friday during a normal school/work week.</p> <p>The investigation found there were 10 occasions in the period where 'double stacking' occurred with an average delay of 19 seconds. It was observed at most four cars were delayed with minimal impacts to the intersection efficiency.</p>

**Table 3: Submissions not relating to the proposal and our response**

Category	Feedback	Our response
<b>Other project work</b>	<p>Consider installing traffic lights at Grosvenor Road and allow the right turn from CPR to start at Grosvenor Road so that we can ease the pressure at the junction of CPR and KGR. This is a similar concept already in place for vehicles wishing to turn from KGR into Hillcrest by diverting vehiclea to a side road to make three left turns around a block before moving straight across the KGR along Hillcrest. This has successfully removed congestion at the intersection of KGR for many years.</p> <p>Would be good in the future to see construction of motorways for Sutherland Shire and alternative routes for those crossing Sydney from north and south.</p>	<p>The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.</p> <p>These comments are noted, but not specifically addressed as it is outside the scope of the proposal.</p> <p>Where relevant, comments were passed to relevant stakeholders for their information.</p>

Category	Feedback	Our response
Other project work (continued)	A clearway review is needed of all clearway hours of operation along KGR to prevent bottlenecks occurring and three lanes are maintained 24 hours.	The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.
	I think what is proposed is very good, however it would be better if the number of lanes on CPR between KGR and Rossi Street could be increased.	These comments are noted, but not specifically addressed as it is outside the scope of the proposal.
	Install traffic lights at the intersection of Mimosa Street and Greenacre Road. These lights will better regulate traffic flow from CPR to Greenacre Road and to both the new Marist High School, Mooreshead Drive, and the IGA supermarket.	Where relevant, comments were passed to relevant stakeholders for their information.
	I propose a roundabout at Mimosa Street and CPR. It is very difficult to enter CPR left turn from Mimosa due to a line-up of traffic coming from the new high school on Greenacre Road. Also coming down CPR turning right into Mimosa is difficult as there are limited gaps due to extended traffic. ADD a roundabout to intersection of Mimosa and CPR to assist traffic flow from CP Shopping Complex back onto CPR.	
	Walk over bridge with lift access for disabled over KGR from Greenacre Rd or Allen St.	

Category	Feedback	Our response
<b>Other project work (continued)</b>	The traffic is also bad for the children crossing the road from the bus stop at the corner of CPR and Resthaven Road. Maybe a safety island or crossing. Designated safe walking paths and crossing for College students to shops and bus stops on CPR.	The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.  These comments are noted, but not specifically addressed as it is outside the scope of the proposal.
	One of the major issues along King Georges Road, (heading south from Hurstville) is there is no right hand turn from Hurstville to South Hurstville. At a minimum, a second right hand turn is required from KGR (at William or Halstead) in addition to the right hand turn at CPR. This will take substantial traffic away from Connells Point Road for people heading to Hurstville Grove, Oatley and Mortdale.	Where relevant, comments were passed to relevant stakeholders for their information.
	Put a set of traffic lights at the corner of Blakesly Rd and KGR and it will alleviate most of your problems.	
	A roundabout should be installed at the intersection of CPR and Resthaven. Cars have picked up speed at this time and it will help to reduce speed and also allows flow of traffic back at the major intersection.	
	It would be good to see construction of more pedestrian bridges using lifts for safety.	
	Redo the tar on the service road.	

Category	Feedback	Our response
Speed limits and enforcement	From KGR turning right into CPR, I have seen motorists attempting to race to the lights on the wrong side of the road. A mobile speed camera would stop this.	<p>The NSW Centre for Road Safety regularly receives requests from the community to have a speed camera installed in their local area. The Speed Camera strategy now allows NSW residents to nominate locations for a speed camera.</p> <p>To nominate a location to have a speed camera installed you can visit the website: <a href="https://saferroadsnsw.com.au/haveyoursayspeedcameras.aspx">saferroadsnsw.com.au/haveyoursayspeedcameras.aspx</a>. The information you provide, together with crash data and other road safety information, will help prioritise future locations for speed cameras in NSW.</p>
	Slow the cars and trucks down somehow approaching CPR intersection on KGR. The majority are not doing the speed limit going south.	The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.
	Since the opening of the “Giggle” childcare centre (137 CPR) there have been several “near misses” of young children being hit, going to and from the childcare centre, and their continues to be numerous car accidents in this area, due to speeding cars coming over the crest (hill) and losing control of their vehicle in a blind spot. We require some sort of traffic calming around the area of The Appian Way.	<p>These comments are noted, but not specifically addressed as it is outside the scope of the proposal.</p> <p>The enforcement of traffic laws remains a primary responsibility of the NSW Police Force. This includes customers disobeying road rules and other hazardous behaviour.</p>

Category	Feedback	Our response
Properties	Often delivery trucks block the Greenacre Entrance to the shopping complex and turning right at CPR entrance will be problematic with extended right turn bay the whole distance from KGR to The Mall. Does Transport have the authority to direct the owners of the shopping centre and service station to improve traffic flow within those privately owned grounds?	<p>The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.</p> <p>These comments are noted, but not specifically addressed as it is outside the scope of the proposal.</p> <p>Where relevant, comments were passed to relevant stakeholders for their information.</p>
	Local government should ensure new building applications provide adequate parking for residents and visitors.	
	Change the shopping centre car park to have entry from Greenacre Road and exit from CPR.	
	Council continues to approve monstrous over-development with apartment buildings that require more car spaces, not less, which subsequently sit half empty. This not only affects residences, but a huge business impact to businesses along CPR.	
	Any access changes (to the shopping complex) are detrimental to the community as seen by the strong community resistance to Council's proposed sale of part of the carpark.	

Category	Feedback	Our response
<b>Properties (continued)</b>	Frequently vehicles travelling south on CPR, pass me on my bike and then show down in front of me to pull left to turn into the RSL or The Mall. Can any improvements be made to the entrance to the RSL to make this turn safer for all? The narrower southern lane will worsen this situation as vehicles will back up behind anyone turning into the RSL.	<p>The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.</p> <p>These comments are noted, but not specifically addressed as it is outside the scope of the proposal.</p> <p>Where relevant, comments were passed to relevant stakeholders for their information.</p>
	King Head Tavern has its own slip road. Can you not knock down the fence and have those patrons park in that area of the car park so they don't loiter? They can enter from KGR and exit onto CPR. This will distribute the traffic flow and not have it concentrated on CPR.	
	The reopening of the parking area behind the old Civic Video in Allen Street would certainly assist the situation however I understand that the whole block is up for redevelopment.	
	What is the plan for the former parking area opposite the South Hurstville library and behind the former Subway/Cinema? These would be valuable short term parking spots for businesses.	

Category	Feedback	Our response
<b>Properties (continued)</b>	The RSL club doesn't have enough parking now for all its members and guests.	The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.
	Kings head Tavern doesn't have any parking (their customers use the shopping complex's car park). They may have about three spots but are always taken by their staff.	These comments are noted, but not specifically addressed as it is outside the scope of the proposal.
	There's always something mischievous going on, whether it's from rough intoxicated Kings Head customers to unauthorised car shows and car rev heads doing donuts and blocking the path into the carpark.	Where relevant, comments were passed to relevant stakeholders for their information.
	I do not feel comfortable parking within the shopping complex grounds as there have been incidents from the local tavern.	
	When nothing else is close by I struggle to get home. To park in the car park would mean I would need another person to come and escort me as I do not feel very safe on those grounds after hours on my own, but at times I do need to park there as there is no other choice.	

Category	Feedback	Our response
<b>Properties (continued)</b>	There are concerns that the large logistics trucks that are peeling up KGR after the implementation of the toll will affect the structure of the new building at 9 Derwent Street and existing buildings close to the service road. The less traffic close to the buildings near the service road, the better for the residents.	<p>The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.</p> <p>These comments are noted, but not specifically addressed as it is outside the scope of the proposal.</p> <p>Where relevant, comments were passed to relevant stakeholders for their information.</p>
	The plans on the western side of CPR should be put on hold whilst that small block of land that Georges River Council are proposing to sell in the middle of the South Hurstville Village shopping centre is resolved. If this block of land is sold off and some developer decides to build a multi-level building in the middle of the carpark, the access for the rest of the community will need to be amended. Perhaps we should just stop over developing an area that lacks infrastructure.	

Category	Feedback	Our response
Parking	<p>With fewer parking spaces, I am concerned people will look for alternative locations to park their vehicles. Even now, we have a problem with people parking over driveways. This is especially a problem caused by parents dropping off (at around 9 am) and picking up their kids (at around 3 pm) from the kindergarten. Also RSL Club patrons in the afternoons, evenings and until late at night. In this case, even when the club makes an announcement to find the owner of the vehicle to have it moved, sometimes nobody comes forward and we may have to wait for several hours for them to actually move their vehicle.</p> <p>If it happens to be someone visiting (or living in) the block of apartments opposite, it's almost impossible to find out who owns the vehicle to ask for it to be moved.</p> <p>Therefore, would it be possible for No Parking signs to be erected in The Mall either side of driveways?</p>	<p>The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.</p> <p>These comments are noted, but not specifically addressed as it is outside the scope of the proposal.</p> <p>Parking in restricted zones (outside the conditions allowed) and in front of driveways is illegal. Both Georges River Council parking officers and NSW Police officers can issue a ticket if they sight a vehicle parked illegally.</p> <p>To report an illegally parked vehicle you will need to provide details including the registration number of vehicle and the address it is parked to either:</p> <ul style="list-style-type: none"> <li>• The non-emergency Police line on 131 444</li> <li>• Georges River Council on 9330 6400.</li> </ul> <p>Where relevant, comments were passed to relevant stakeholders for their information.</p>
	<p>I noticed there are always cars parking in the No Stopping zone 3pm to 7pm outside 42 CPR westbound. With the right turn lane into KGR north bound getting extended, can we have this included to prevent illegal parking as at the moment it causes traffic delays in the area.</p>	
	<p>The few one hour spaces left in Allen St are not regularly monitored by Council with many cars parking in these spots all day.</p>	

Category	Feedback	Our response
<b>Parking (continued)</b>	Due to the council parking spots on Allen Street and Rossi Street being taken away by the Allen Street 54 Apartment development work, we have already suffered from a surmountable loss of customers and business. Furthermore, in the coming month, on Allen Street and KGR, another development consisting of approximately 80 apartments (old civic video) is to commence, which will bring more damage to the local businesses and to existing residents because the construction workers park in the existing parking spots left over on Allen Street and KGR for the entire day instead of one hour. Even if in the future when both development works have finished, the new residents who move in because of the new apartments will fight with the local businesses for the left over parking spots.	<p>The purpose of this consultation was to seek feedback on the King Georges Road and Connells Point Road intersection improvement proposal.</p> <p>These comments are noted, but not specifically addressed as it is outside the scope of the proposal.</p> <p>Where relevant, comments were passed to relevant stakeholders for their information.</p>
	The side streets which is another area for parking for us have trucks parked there and now school buses park along the streets too taking up all our "backup parking spots".	
<b>Demarcation</b>	With your right turn bays, assure the installation of your best illuminated bollards to stop cars crossing double lines to prevent head-ons. It's imminent this will eventually happen.	The use of illuminated bollards in this location is unlikely to be suitable. During design development the most suitable type of demarcation will be proposed.

## 5 Decision and next steps

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We appreciate the time taken to consider the proposal and we thank the community for providing submissions during consultation.

After considering the submissions received, we have decided to make the following changes:

### 5.1 King Georges Road

Changes on King Georges Road include:

- widening will be between Connells Point Road and Culwulla Street / William Street to avoid high cost utility and property changes
- we will investigate opportunities to provide parking on the Service Road.

### 5.2 Connells Point Road west

Changes on Connells Point Road west include:

- removal of the proposed roundabout at Connells Point Road / The Mall
- upgrade the pedestrian refuge for improved safety
- consolidating bus stop 2221133 and 2221153, with the consolidated bus stop located about 50m west of the current location of bus stop 2221153
- extending the right turn lane by about 40m.

### 5.3 Connells Point Road east

Changes on Connells Point Road east include:



- the proposed parking removal and extension of the right turn bay is not proceeding while additional investigation work and consultation with council and local stakeholders is carried out
- subject to the outcome of investigations and consultation, we may progress a proposal at this location and will consult with the community at the time.

### 5.4 Next steps

We will continue to work with council and local stakeholders while developing the proposal with the above changes.

## 6 Appendices


### Appendix A - Project update - Have Your Say



Transport for NSW

## Improvements to King Georges Road and Connells Point Road intersection, South Hurstville

Have your say | October 2020




King Georges Road and Connells Point Road intersection

Improvements to the intersection of King Georges Road and Connells Point Road, South Hurstville are being proposed for better safety and movement of traffic and pedestrians.

Traffic congestion is increasing on King Georges Road and Connells Point Road, causing safety concerns, delays and frustration for motorists and public transport users, increasing pollution with the constant stopping and starting of engines, and negatively affecting the economy through lost time.

To ensure we have a transport network that continues to meet the needs of a growing population, Transport for NSW (Transport) is developing a design to help ease congestion, improve safety and create more reliable journey times on King Georges Road and at the Connells Point Road intersection.

Transport is inviting your feedback on the proposed design to improve the intersection at King Georges Road and Connells Point Road, South Hurstville.

**Intersection improvements**

october 2020



Transport for NSW

## The proposal

### King Georges Road Improvements

The proposed design for King Georges Road from Salisbury Street to Connells Point Road, South Hurstville will provide the following:

- widening both sides of King Georges Road from Salisbury Street to Connells Point Road, South Hurstville
- extending right turn bay on King Georges Road southbound by 45m
- introducing a median along King Georges Road
- upgrading the drainage network to reduce flooding along King Georges Road
- relocating and installing pavements, footpaths, street lighting, power poles and kerbs
- road resurfacing and line marking
- changes to existing island and parking conditions on Service Road
- some tree removal, trimming and landscaping.

### Connells Point Road Intersection Improvements

#### Connells Point Road west

The proposed design will provide the following:

- right turn bay from Connells Point Road onto King Georges Road south, **extended by 45 metres**
- left slip lane into Connells Point Road west realigned for improved vehicle and pedestrian safety
- right turn into shopping complex from Connells Point Road westbound removed to allow extension of right turn bay eastbound
- new roundabout installed at intersection of Connells Point Road and The Mall for vehicles to access shopping complex
- pedestrian refuge relocated west of new roundabout
- four parking spaces removed near new roundabout
- access into RSL maintained
- bus stops maintained.

#### Connells Point Road east

The proposed design will provide the following:

- right turn bay from Connells Point Road onto King Georges Road north, **extended by 56 metres**
- nine parking spaces removed to allow extension of right turn bay and through traffic movements
- left slip lane, zebra crossing and pedestrian island removed at the corner of King Georges Road and Connells Point Road east for improved pedestrian safety, signalised pedestrian crossing is maintained
- no impact to bus stops.

## Benefits

The improvements are expected to provide:

- improved road and pedestrian safety
- improved travel time and reliability
- reduced congestion
- improved freight movements and efficiency.

## We want your feedback

Transport invites the community to provide feedback on the proposed King Georges Road and Connells Point Road intersection improvements at [rms.work/KGR](mailto:rms.work/KGR). Alternatively, you can provide your feedback by calling 1800 943 033 or emailing [kgr@transport.nsw.gov.au](mailto:kgr@transport.nsw.gov.au).

Please provide your feedback by 27 October 2020.

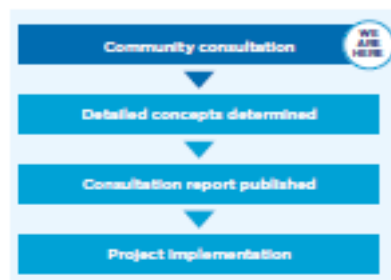
We will consider all feedback and continue to update you as the project progresses.

**We are also seeking feedback on our proposal to complete construction on these improvements by working up to five nights a week and six days a week. The proposed schedule will allow us to complete the work as quickly as possible to minimise the disruption period for residents, businesses and road users.**

### Changes due to COVID-19

In normal times, we would hold community information koalas as the project team could speak to you face-to-face. However, COVID-19 has changed the way we talk to the public so we can help to keep you safe and healthy.

## Where we are now and next steps



## Join our mailing list

Would you like to be kept updated on the progress of the improvements to King Georges Road and other projects being undertaken in your community? Join our mailing list by emailing [kgr@transport.nsw.gov.au](mailto:kgr@transport.nsw.gov.au)

## Contact us

If you have any questions regarding the proposed improvements on King Georges Road and Connells Point Road intersection, contact our project team on:

1800 943 033

[kgr@transport.nsw.gov.au](mailto:kgr@transport.nsw.gov.au)

[rms.work/KGR](mailto:rms.work/KGR)

gateway to the south project team  
transport for NSW  
PO BOX 973, Parramatta NSW 2124



Scan me

## 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 Transport for NSW on 1800 943 033.

### Arabic

إذا كنتم بحاجة إلى مترجم الترجمة والتفسير (TIS National) على الرقم 131 450، وتطلب منهم الاتصال بوزارة النقل لـ NSW على الرقم 1800 943 033.

### Cantonese

如你需要一名口譯員，請電 131 450 聯絡國家口譯服務中心 (TIS National) – 要求他們致電 1800 943 033 聯絡 Transport for NSW。

### Mandarin

如果您需要一名口譯員，請電 131 450 聯絡國家口譯服務中心 (TIS National) – 要求他們致電 1800 943 033 聯絡 Transport for NSW。

### Greek

Αν χρειάζεστε διαμετάφραση, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διαμετάφρασης (TIS National) στο 131 450 και ζητήστε να τηλεφωνήσουν Transport for NSW στο 1800 943 033.

### Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al 131 450 chiedendo di contattare Transport for NSW al 1800 943 033.

### Korean

통역사(기) 필요하시면 번역통역서비스 (TIS National)에 131 450으로 연락하여 이동해가 1800 943 033 번호로 Transport for NSW 에 전화하도록 요청하십시오.

### Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Tán Quốc) qua số 131 450 và nhờ họ gọi cho Transport for NSW qua số 1800 943 033.



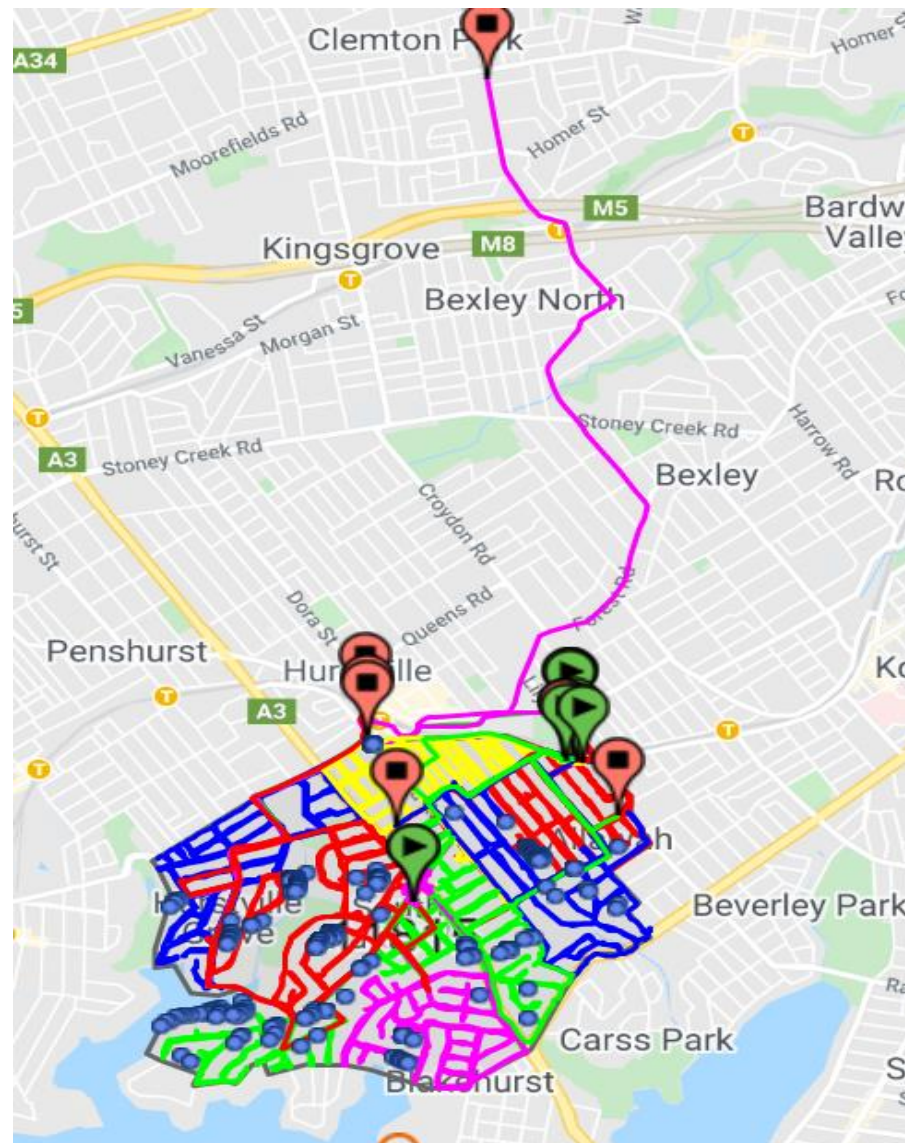
October 2020  
TNSW 20.029

Privacy Transport for NSW ("TFNSW") is subject to the Privacy and Personal Information Protection Act 1998 ("PIPPI Act") which requires that we comply with the Information Privacy Principles set out in the PIPPI Act. All information in correspondence collected for the sole purpose of meeting the delivery of this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise TFNSW will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by TFNSW at 27 Angell Street, Parramatta. You have the right to access and correct the information you provide that it is incorrect.

[transport.nsw.gov.au](http://transport.nsw.gov.au)

Improvements to King Georges Road and Connells Point Road Intersection, South Hurstville

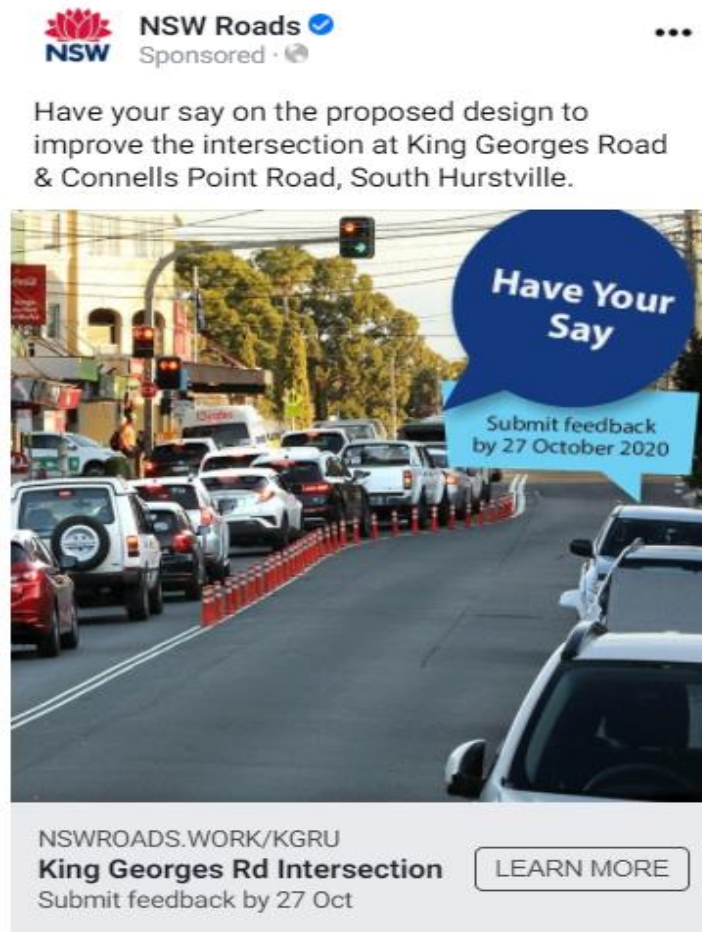
## Appendix B - Distribution area



## **Appendix C - Petition**

Redacted to maintain privacy of signatories.

## Appendix D - Social media post




Post 1: 6-10 October 2020



Post 2: 21-27 October 2020

## Appendix E – notice published in St George and Sutherland Shire Leader



### Have Your Say – Improvements to King Georges Road and Connells Point Road intersection, South Hurstville


Transport for NSW is inviting your feedback on the proposed design to improve the intersection at King Georges Road and Connells Point Road, South Hurstville. The proposed improvements to King Georges Road and Connells Point Road intersection will help ease congestion, improve safety and create more reliable journey times on King Georges Road and at the Connells Point Road intersection.

The proposed improvements include widening both sides of King Georges Road from Salisbury Street to Connells Point Road, extending the right turn bay on King Georges Road southbound, drainage upgrades and introducing a median; extending the right turn bays from Connells Point Road onto King Georges Road south and north directions; and installing a new roundabout at the intersection of Connells Point Road and The Mall.

#### Have Your Say

Provide your feedback on the proposed King Georges Road and Connells Point Road intersection improvements at [rms.work/KGR](https://rms.work/KGR). Alternatively, you can provide your feedback by calling 1800 943 033 or emailing [kgr@transport.nsw.gov.au](mailto:kgr@transport.nsw.gov.au). Feedback closes 27 October 2020. We will consider all feedback and continue to update you as the project progresses.

#### King Georges Road proposed improvements



**KEY**

- Road widening
- New median
- Modification to island
- Parking spaces removed
- New roundabout
- Relocated pedestrian refuge
- New pedestrian refuge
- Extended right turn bay

#### Contact us

If you have any questions or would like more information on the King Georges Road and Connells Point Road intersection, contact our project team on 1800 943 033 or [kgr@transport.nsw.gov.au](mailto:kgr@transport.nsw.gov.au)

For more information visit [rms.work/KGR](https://rms.work/KGR)