



Proposed intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah

Community Consultation Report

September 2017



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Executive summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders on proposed intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.

The NSW Government is funding this proposal as part of its \$300 million Gateway to the South Pinch Points Program which will improve traffic flow on Sydney's key southern road corridors by upgrading major intersections.

The proposal included:

- removing northbound and southbound right turn access from the Princes Highway into Gray Street
- adjusting the existing median on the Princes Highway to accommodate three southbound through lanes on the Princes Highway between Rocky Point Road and Ocean Street
- improving safety at the intersection of Rocky Point Road and Gray Street by adjusting the traffic signals and removing about two car spaces on Gray Street to allow safer turn movements
- modifying access to Scott Street by extending the current AM peak no right turn to no right turn in or out of Scott Street at all times
- upgrading traffic signals and phasing
- new signage to advise of alternate routes
- installing new kerbs, pram ramps and signage
- asphaltting and line marking
- utility relocation.

Roads and Maritime invited feedback on the proposal in May and June. We received feedback from 45 people, with seven people supporting the proposal, four people supporting the proposal with conditions, eight people not stating a preference and 26 people who opposed the proposal.

The people who opposed the proposal raised concerns involving:

- clarification on proposal benefits
- increased congestion in the area
- alternative routes
- access to local roads
- pedestrian safety
- hospital and ambulance access.

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

The decision

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal, considering changes as a result of community feedback.

The right turn restrictions at Scott Street will not be implemented at this time. Existing AM peak restrictions will remain in place. Roads and Maritime will continue to monitor the intersection

performance and safety of Rocky Point Road and Gray Avenue, and will determine if a green right turn arrow and the associated right turn bans at Scott Street are required in the future.

The following changes have also been considered as part of the final design:

- exemption signage on right turn restrictions for emergency services
- investigation into providing additional line marking along Gray Street between Rocky Point Road and the Princes Highway to improve safety and capacity of the road
- investigation into parking removal on Gray Avenue near Rocky Point Road to improve congestion.

We will continue to keep the community and stakeholders informed as the project progresses, including inviting feedback on a night work schedule.

Construction is expected to start in early 2018.

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1. Introduction

1.1. Background

The intersections of the Princes Highway, Rocky Point Road and Gray Street have been identified as part of the NSW Government's \$300 million Gateway to the South Pinch Point Program.

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

The Princes Highway is the main route that links the southern coastal towns of NSW with Sydney. Regionally, the Princes Highway is one of three routes that cross the Georges River to link Sutherland Shire (population 226,220) with the Sydney CBD and the inner southern and inner western suburbs of Sydney.

The intersections of the Princes Highway, Rocky Point Road and Gray Street currently cater to around 10,300 and 11,000 vehicles during the AM and PM peak periods. Vehicles travelling north and south on the Princes Highway and Rocky Point Road contribute to high volumes of traffic at all three intersections. Motorists are currently experiencing delays when travelling southbound on the Princes Highway between Rocky Point Road and Ocean Street due to three lanes reducing to two; this is caused due to vehicles queuing in the right turn bays for Gray Street.

The intersection improvements aim to improve the efficiency of the intersections and reduce traffic delays, providing reliable journey times for motorists. These improvements will also aim to reduce the number of rear-end crashes and crashes occurring when motorists change lanes, improving the overall safety of the intersections. In addition these improvements aim to improve the flow of traffic for high volumes of motorists travelling southbound on the Princes Highway between Rocky Point Road and Ocean Street.

1.2. The proposal

Roads and Maritime proposed to remove right turn access from the Princes Highway into Gray Street, in order to maintain three southbound lanes on the Princes Highway between Rocky Point Road and Ocean Street. The proposal also included traffic signal upgrades at the intersection of Rocky Point Road and Gray Avenue and prohibiting the right turn in and out of the adjacent intersection of Scott Street and Rocky Point Road.

The proposal included:

- removing northbound and southbound right turn access from the Princes Highway into Gray Street
- adjusting the existing median on the Princes Highway to accommodate three southbound through lanes of traffic on the Princes Highway between Rocky Point Road and Ocean Street
- improving safety at the intersection of Rocky Point Road and Gray Street by adjusting the traffic signals and removing about two car spaces on Gray Street to allow safer turn movements
- modifying access to Scott Street by extending the current AM peak no right turn to no right turn in or out of Scott Street at all times
- upgrading traffic signals and phasing
- new signage to advise of alternate routes
- installing new kerbs, pram ramps and signage

- road surfacing and line marking
- utility relocation.

We have included a map to explain the proposal.



Figure 1- Proposed intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.



Figure 2- Updated intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.

2. Consultation approach

2.1. Consultation objectives

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

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

2.2. How consultation was done

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

We distributed 2500 letters (appendix A) to local residents, businesses (Appendix B) inviting feedback on the proposal. Copies were also provided to key stakeholders.

3. Consultation summary

3.1. Overview

Roads and Maritime invited feedback on the proposal in May and June. We received feedback from 45 people, with seven people supporting the proposal, four people supporting the proposal with conditions, eight people not stating a preference and 26 people who opposed the proposal.

The people who opposed the proposal raised concerns involving:

- clarification on proposal benefits
- increased congestion in the area
- alternative routes
- access to local roads
- pedestrian safety
- hospital and ambulance access.

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal, considering changes as a result of community feedback.

The right turn restrictions at Scott Street will not be implemented at this time. Existing AM peak restrictions will remain in place. Roads and Maritime will continue to monitor the intersection performance and safety of Rocky Point Road and Gray Avenue, and will determine if a green right turn arrow and the associated right turn bans at Scott Street are required in the future.

The following changes have also been considered as part of the final design:

- exemption signage on right turn restrictions for emergency services
- investigation into providing additional line marking along Gray Street between Rocky Point Road and the Princes Highway to improve safety and capacity of the road
- investigation into parking removal on Gray Avenue near Rocky Point Road to improve congestion.

3.2. Feedback and Roads and Maritime's responses

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

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

Table 1: Feedback summary and Roads and Maritime's responses

Category	Key matters raised	Response
Access for emergency services	Request for 'Ambulance Vehicles Excepted' signage for right turn restrictions so emergency vehicle access to Gray Street is not impacted.	Roads and Maritime will provide an 'Ambulance Vehicles Excepted' in addition to the proposed 'No Right Turn' signage from the northbound lanes of the Princes Highway into Gray Street towards Rocky Point Road.
Alternate routes	Has an alternative route study been done as part of this proposal?	<p>An alternative route study has been carried out as part of this proposal. The assessment considers existing restrictions in the study area, including heavy vehicle restrictions on Jubilee Avenue and Bowns Road.</p> <p>The Princes Highway currently services around 2500 northbound vehicles and 2200 southbound vehicles during peak periods. The right turn restrictions at the intersection of the Princes Highway and Gray Street will improve the efficiency of the intersection and increase the capacity of the road to three lanes. Potential impacts to motorists as a result of this restriction have been considered, including the assessment of low vehicle volumes currently using the right turn lane travelling southbound on the Princes Highway into Gray Street.</p>
	Alternative route via Jubilee Avenue is too long.	<p>The alternate routes via Jubilee Avenue and Bowns Road and Queens Avenue have been identified as part of the alternative route study that was conducted for this proposal. The suggested alternative route to Gray Street via Jubilee Avenue is estimated to add about two minutes to a motorist's journey.</p> <p>Roads and Maritime have identified two of many possible alternate routes that vehicles travelling northbound from the Princes Highway into Gray Street could use. Alternate routes depend on the origin and destination of the motorist.</p>
	The turning bay for motorists travelling northbound on the Princes Highway into Jubilee Avenue needs to be extended.	Roads and Maritime has identified two of many possible alternate routes that vehicles travelling northbound from the Princes Highway into Gray Street could use. Alternate routes depend on the origin and destination of the motorist.

Category	Key matters raised	Response
	A right turn arrow is needed for vehicles turning right from Jubilee Avenue onto the Princes Highway northbound.	Low volumes of vehicles currently use the right turn movements at the intersection of the Princes Highway and Gray Street. Redirecting these vehicles via alternative routes is not expected to impact other intersections in the study area, including the intersection of the Princes Highway and Jubilee Avenue.
	The intersection of Jubilee Avenue and the Princes Highway will be unable to cope with increased vehicle volumes as a result of the alternative routes.	
	The alternate routes will cause increased delays for parents dropping and picking up children at schools in the surrounding area.	Roads and Maritime have identified two of many possible alternate routes that vehicles travelling northbound from the Princes Highway into Gray Street could use. Alternate routes depend on the origin and destination of the motorist. The alternate route for motorists travelling north and southbound via alternative routes to Gray Street will result in an additional two to three minutes travel time.
Buses	Right turn restrictions will impact the current bus routes that operate in this proposal area travelling southbound from the Princes Highway into Gray Street.	During the development of this proposal we identified that the bus operator in the area will be affected by the removal of the southbound right turn bay at the intersection of the Princes Highway and Gray Street. Roads and Maritime has been in consultation with the bus operator in the area prior to the wider community consultation to develop an agreed alternative route.
Clarification of proposal benefits	What are the benefits of this proposal for southbound traffic?	The intersections of the Princes Highway, Rocky Point Road and Gray Street service over 10,300 and 11,000 vehicles travelling through southern Sydney during peak periods. Localised congestion at these intersections is predominately caused by:
	The removal of two car spaces on Gray Avenue is unlikely to improve safety or traffic flow.	

Category	Key matters raised	Response
	<p>How will the right turn bans improve traffic flow?</p>	<ul style="list-style-type: none"> • minor right turn movements from the Princes Highway into Gray Street, in both directions, taking away green time from other movements • high volumes of vehicles travelling southbound on the Princes Highway being reduced to two lanes between Rocky Point Road and Ocean Street. <p>Restricting the right turns from Princes Highway into Gray Street in both directions will improve the overall flow of traffic along the road network, including the following benefits:</p> <ul style="list-style-type: none"> • the existing right turn bay can be utilised to create an additional southbound through lane on the Princes Highway which will reduce overall intersection delays and increase capacity of the road network • the increased capacity at the intersection will allow more green time for both Gray Street and the Princes Highway • increased capacity for high volumes of vehicles travelling southbound on the Princes Highway will result in a flow on reduction in delays for surrounding roads, including the intersection of the Princes Highway and Rocky Point Road, and Rocky Point Road and Gray Street. <p>Pedestrian access and safety will also be improved as part of the proposal at the intersection of the Princes Highway and Gray Street. Currently there are only four pedestrian/pram ramps at the intersection. As part of the proposal pedestrian/pram ramps will be installed on all four corners of the intersection to provide a safe crossing.</p>

Category	Key matters raised	Response
Consultation	Some residents did not receive the proposal to provide feedback.	<p>Roads and Maritime apologises if some residents did not receive the distributed community update. We distributed 2500 letters between Monday 22 May and Thursday 25 May> The update was also made available on our website and emailed to key stakeholders. We use GPS tracking to ensure that community notification letters are delivered to residents, businesses and other stakeholders within the area. Distribution is sometimes not possible due to access to properties.</p> <p>Feedback received after the close of consultation until Tuesday 27 June has been considered and included as part of this consultation report.</p>
Design	<p>An AM peak right turn restriction is needed for vehicles travelling south along the Princes Highway, turning right into Gray Street.</p> <p>A PM peak right turn restriction is needed for vehicles travelling north along the Princes Highway, turning right into Gray Street.</p> <p>Improve traffic light phasing at the intersection of the Princes Highway and Rocky Point Road and the Princes Highway and Gray Street.</p>	<p>The NSW Government is funding this proposal as part of its \$300 million Gateway to the South Pinch Point Program which will improve traffic flow on Sydney's key southern road corridors by upgrading major intersections.</p> <p>Our work includes</p> <ul style="list-style-type: none"> • removing northbound and southbound right turn access from the Princes Highway into Gray Street • adjusting the existing median on the Princes Highway to accommodate three southbound through lanes of traffic between Rocky Point Road and Ocean Street • improving safety at the intersection of Rocky Point Road and Gray Street by removing about two car spaces to allow safer turn movements • investigate additional parking removal and line marking in Gray Avenue • upgrading traffic lights and phasing • new signage on Rocky Point Road into Gray Street to advise of alternate routes • installing new kerbs, pram ramps and signage • asphaltting and line marking • utility relocation.

Category	Key matters raised	Response
	<p>The Princes Highway needs clearways along here for the improvements to be effective.</p>	<p>There are existing clearways on the Princes Highway northbound between 6am and 10am and southbound between 3pm and 7pm, Monday to Friday. There is also existing clearways on Rocky Point Road northbound between 6am and 10am and southbound between 3pm and 7pm, Monday to Friday.</p>
	<p>The right turn restrictions will impact residents who live in Scott Street.</p>	<p>Due to community feedback the proposed right turn restrictions at Scott Street will not be implemented at this time. Existing AM peak restrictions will remain in place. Roads and Maritime will continue to monitor the intersection performance of Rocky Point Road and Gray Avenue to determine if a green right turn arrow and the associated right turn restrictions at Scott Street are required in the future.</p>
	<p>The right turn restrictions in and out of Scott Street should only be during the AM/PM peak periods.</p>	
	<p>Widening the Princes Highway to three lanes in each direction will make it unsafe for pedestrians to cross the highway.</p>	<p>Pedestrian access and safety will also be improved as part of the proposal at the intersection of the Princes Highway and Gray Street. Currently there are only four pedestrian/pram ramps at the intersection. As part of the proposal pedestrian/pram ramps will be installed on all four corners of the intersection to provide a safe crossing.</p>
Hospital access	<p>Right turn restrictions will impact access for visitors to the Hospital.</p>	<p>Southbound motorists wishing to access the St George Hospital will need to travel down Rocky Point Road, turn right on to Gray Avenue and then travel through the intersection of Gray Street and the Princes Highway.</p>
	<p>Alternative routes for motorists travelling to the hospital will cause congestion on Bowns Road, Gray Street, and Park Road.</p>	<p>Northbound motorists wishing to access the hospital will not be affected by the proposal.</p> <p>Access routes to the hospital will be sign posted to inform motorists of the changes.</p>

Category	Key matters raised	Response
Local road network	This proposal will transfer congestion to Rocky Point Road and Gray Avenue.	Restricting the right turns from Princes Highway into Gray Street in both directions will improve the overall flow of traffic along the road network. Increased capacity for high volumes of vehicles travelling southbound on the Princes Highway will result in reduced delays for surrounding roads, including Rocky Point Road, Gray Street and Gray Avenue. As a result of community feedback we will also be investigating parking removal on Gray Avenue to further improve congestion and safety.
	This proposal will transfer congestion onto local roads such as Bowns Road, Queens Avenue and on to Gray Street, Toomevara Street, Shaw Street and Queens Avenue.	The Princes Highway currently services around 2500 northbound vehicles and 2200 southbound vehicles during peak periods. The right turn restrictions at the intersection of the Princes Highway and Gray Street will improve the efficiency of the intersection and increase the capacity of the road to three lanes. Potential impacts to motorists as a result of this restriction have been considered, including the assessment of low vehicle volumes currently using the right turn lane travelling southbound on the Princes Highway into Gray Street.
	Remove parking at the Rocky Point Road end of Toomevara and Scott streets.	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p> <p>Toomevara Street and Scott Street are under the care and control of Georges River Council. For matters relating to congestion caused by parked cars, including safety concerns, we encourage you to contact your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further consideration.</p>

Category	Key matters raised	Response
	<p>Parking on southern side of Gray Street between Princes Highway and Princes Lane should be removed as it causes congestion.</p>	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p> <p>There are current parking restrictions on the southern side of Gray Street between the Princes Highway and Princes Lane including two hour parking Monday to Friday between 9.30am and 3.30pm and no stopping during AM and PM peak hours.</p> <p>Gray Street is under the care and control of Georges River Council. For matters relating to congestion caused by parked cars, we encourage you to contact your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further consideration.</p>
	<p>Line marking is needed for parked cars on Scott Street and a two-hour parking restriction.</p>	<p>Due to community feedback the proposed right turn restrictions at Scott Street will not be implemented at this time. Roads and Maritime will continue to monitor the intersection performance of Rocky Point Road and Gray Avenue to determine if a green right turn arrow and the associated right turn restrictions at Scott Street are required in the future.</p> <p>Scott Street is under the care and control of Georges River Council. For matters relating to line marking and parking restrictions, we encourage you to contact your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further consideration.</p>

Category	Key matters raised	Response
	<p>There is a conflict with cars turning right from Bowns Road into Queens Avenue towards Gray Street, with cars turning right from Bellevue Street onto Bowns Road, turning left onto Queens Avenue.</p>	<p>The intersection of Bowns Road and Queens Avenue and Bowns Road and Bellevue Street are under the care and control of Georges River Council. For matters relating to intersection improvements, we encourage you to contact your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further consideration.</p> <p>Roads and Maritime has identified two of many possible alternate routes that vehicles travelling northbound from the Princes Highway into Gray Street could use. Alternate routes depend on the origin and destination of the motorist.</p>
<p>Schools and education facilities in the area</p>	<p>A school zone is needed on the Princes Highway at the intersection of Gray Street, including Gray Street near Chapel Street.</p>	<p>Roads and Maritime Services has investigated the request to extend the existing school zones on the Princes Highway and Chapel Street, Kogarah.</p> <p>As there is no direct pedestrian access from St Patrick's Catholic Primary School to either the Princes Highway or Gray Street, it does not meet the Roads and Maritime guidelines for a school zone. The existing school zones are considered adequate in relation to the distance from the school entrances.</p>
	<p>School traffic accessing Short Street que across Gray Street in both directions.</p>	<p>'Keep Clear' line markings are currently present on Gray Street at the intersection of Short Street. It is an offence to queue across an intersection. A vehicle that blocks an intersection is breaking the law and risks being fined.</p> <p>The enforcement of traffic laws remains a primary responsibility of the NSW Police Force. This includes motorists disobeying road rules. Roads and Maritime encourages you to contact St George Local Area Command on (02) 8566 7499, who will determine whether targeted enforcement activities may be appropriate.</p>

Category	Key matters raised	Response
Out of scope	A grade separation is needed at the intersection of the Princes Highway, Rocky Point Road and Gray Street.	<p>Roads and Maritime thank you for your comments on the proposal and we acknowledge and appreciate your input.</p> <p>The intersections of Princes Highway, Rocky Point Road and Gray Street were identified as part of the Gateway to South Pinch Point Program which focuses on addressing pinch points on the Princes Highway (A1), King Georges Road (A3) and Heathcote Road (A6) corridors.</p> <p>The purpose of this consultation was to seek feedback on the proposed intersection improvements at Princes Highway, Rocky Point Road and Gray Street, Kogarah. Constructing major infrastructure, such as a bridge, tunnel, or the F6, as well as unrelated intersections along Princes Highway and school zones are not part of the proposal and considered out of scope for this project.</p> <p>For information regarding the current investigations into the F6 extension we encourage you to visit the website for project information and updates on the progress of the project.</p> <p>http://www.rms.nsw.gov.au/projects/sydney-south/f6-corridor/index.html</p>
	Vehicles are blocking the second lane on Rocky Point Road coming out of Barton Street wanting to turn into Shaw Street from Rocky Point Road.	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p>
	Vehicles are blocking the second lane wanting to turn right into Toomevara Street from Rocky Point Road.	<p>Concerns relating to vehicles blocking lanes on Rocky Point Road, wanting to turn into Toomevara Street and Shaw Street have been referred to our Network Sydney division for consideration.</p>
	Crossing Bowns Road is difficult for pedestrians.	<p>Bowns Road is under the care and control of Georges River Council. For matters relating to pedestrian crossings, we encourage you to contact your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further consideration.</p>

Category	Key matters raised	Response
	Safety concerns with speeding in local streets and parked cars blocking driveways.	The enforcement of traffic laws remains a primary responsibility of the NSW Police Force. This includes motorists disobeying road rules. Roads and Maritime encourages you to contact St George Local Area Command on (02) 8566 7499, who will determine whether targeted enforcement activities may be appropriate.
	Open access to Ocean Street from the Princes Highway for vehicles wanting to access local roads.	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p> <p>Alternative access for residents wanting to access local streets including Ocean Street from the Princes Highway is available via Bowns Road and Gray Street.</p>
	Signalise the intersections of Railway Parade and Ocean Street and Shaw Street and Rocky Point Road.	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p> <p>Motorists travelling from or towards Ocean Street are able to utilise the signalised intersection of Railway Parade and Gray Street.</p> <p>Traffic signals at the intersection of Rocky Point Road and Shaw Street are not currently possible due to the close proximity of the signalised intersection of Rocky Point Road and Barton Street.</p>
	Can part of Scott Lane be made two ways?	Scott Lane is under the care and control of Georges River Council. For matters relating to two way access on Scott Lane, we encourage you to contact your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further consideration.

Category	Key matters raised	Response
	<p>The F6 extension is needed. These proposals are short term solutions and will be ineffective as traffic demands increase.</p>	<p>The Gateway to the South Pinch Point Program focuses on short to medium term solutions to improve travel time and reliability for all road users. Intersection improvements at the Princes Highway, Rocky Point Road and Gray Street aim to improve congestion and journey reliability, improving the overall efficiency of the road network.</p> <p>Roads and Maritime has been conducting a study into developing the F6 extension, a possible link between the M1 at Waterfall and the Sydney Motorway Network. The F6 extension study was identified as a priority in the NSW Long Term Transport Master Plan, 2012 and the State Infrastructure Strategy Update, 2014.</p> <p>Geotechnical analysis is now being carried out to determine the underground geology along the corridor.</p> <p>For further project information and updates please visit the website: http://www.rms.nsw.gov.au/projects/sydney-south/f6-corridor/index.html</p>
	<p>Commercial and residential development is causing congestion in the area.</p>	<p>The Gateway to the South Pinch Point Program focuses on short to medium term solutions to improve travel time and reliability for all road users, including improving the efficiency of the Princes Highway, Rocky Point Road and Gray Street intersection.</p> <p>The proposal has been designed with considerations to achieve the most suitable level of intersection performance based on all scenarios, including predicted development and growth.</p>

Category	Key matters raised	Response
	<p>Restaurant and business customers are double-parking near double unbroken lines and in no stopping areas near Shaw Street, Kogarah.</p>	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p> <p>It is illegal to stop a vehicle (that is, bring it to a stop and either stay with the vehicle or leave it parked), double parked on the road alongside a car that is parked.</p> <p>This includes stopping for more than two minutes in a 'No Parking' sign posted area. You must remain in or within three metres of the vehicle. Hours of operation may apply to some signs. This means restrictions apply for those times only. Mobility Parking Permit holders are allowed to park for up to five minutes.</p> <p>The enforcement of traffic laws remains a primary responsibility of the NSW Police Force. This includes motorists disobeying road rules. Roads and Maritime encourages you to contact St George Local Area Command on (02) 8566 7499, who will determine whether targeted enforcement activities may be appropriate.</p>
	<p>A pedestrian crossing is needed on Gray Street near the entrance of the public hospital.</p>	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p> <p>Gray Street is under the care and control of Georges River Council. For matters relating to a pedestrian crossing near the entrance of St George Hospital, we encourage you to contact your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further consideration.</p>

Category	Key matters raised	Response
	<p>There is a flood problem in Jubilee Avenue between Ferry Avenue and Battye Avenue.</p>	<p>The purpose of this consultation was to seek feedback on intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah.</p> <p>Jubilee Avenue between Ferry Avenue and Battye Avenue is under the care and control of Georges River Council. We encourage you to report matters relating to flooding on Jubilee Avenue to your local council on 9330 6400 or at mail@georgesriver.nsw.gov.au for further investigation.</p>

4. Decision

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

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal. As a result of community feedback the right turn bans at Scott Street will not be implemented at this time. Roads and Maritime will continue to monitor the intersection performance and safety of Rocky Point Road and Gray Avenue, and will determine if a green right turn arrow and the associated right turn bans at Scott Street are required in the future. The following changes have also been considered as part of the final design:

- exemption signage on right turn restrictions for emergency services
- investigation into providing additional line marking along Gray Street between Rocky Point Road and the Princes Highway to improve safety and capacity of the road
- investigation into parking removal on Gray Avenue near Rocky Point Road to improve congestion.

5. Next steps

We will continue to keep the community and stakeholders informed as the project progresses, including inviting feedback on a night work schedule.

Construction is expected to start in early 2018.

6. Appendices

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



Congestion at Princes Highway / Gray Street, Kogarah

Have your say: Proposed intersection improvements at the Princes Highway, Rocky Point Road and Gray Street, Kogarah

May 2017

The NSW Government is funding this proposal as part of its \$300 million Gateway to the South Pinch Points Program which will improve traffic flow on Sydney's key southern road corridors by upgrading major intersections.

Roads and Maritime Services is inviting your feedback by **Monday 5 June 2017** on a proposal to remove right turn access from the Princes Highway into Gray Street, in order to maintain three southbound lanes on the Princes Highway between Rocky Point Road and Ocean Street. The proposal also includes traffic signal upgrades at the intersection of Rocky Point Road and Gray Avenue and prohibiting the right turn in and out of the adjacent intersection of Scott Street and Rocky Point Road.

Benefits of the proposal would include:

- improved safety at the intersection, with an expected reduction in the number of rear-ends crashes and crashes involving motorists changing lanes
- reduced traffic delays due to a better flow of traffic for motorists headed southbound on the Princes Highway.

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 which includes:

- The Princes Highway
- King Georges Road
- Heathcote Road
- The Grand Parade
- Stacey Street
- New Illawarra Road and
- Alford's Point Road.

The Gateway to the South Pinch Points program focuses on short to medium term solutions to improve travel time and reliability for all road traffic including buses and freight.

Currently, motorists experience delays when travelling southbound on the Princes Highway between Rocky Point Road and Ocean Street, as the road is restricted to two lanes as a result of the right turn bays into Gray Street.

Proposal

The proposal includes:

- removing northbound and southbound right turn access from the Princes Highway into Gray Street
- adjusting the existing median on the Princes Highway to accommodate three southbound through lanes of traffic on the Princes Highway between Rocky Point Road and Ocean Street
- improving safety at the intersection of Rocky Point Road and Gray Street by removing about two car spaces on Gray Street to allow safer turn movements
- modifying access to Scott Street by extending the current AM peak no right turn to no right turn in or out of Scott Street at all times
- upgrading traffic signals and phasing
- new signage on Rocky Point Road into Gray Street to advise of alternate routes
- installing new kerbs, pram ramps and signage
- asphaltting and line marking
- utility relocation.

We have included a map to help explain the proposal.



Alternative routes to access Gray Street

As part of this proposal, Roads and Maritime have undertaken an alternative route study, which determined that 0.77km is the maximum additional distance motorists would travel as a result of the removal of right turn access into Gray Street.

Alternative routes to access Gray Street are:

- Jubilee Avenue (northbound)
- Bowns Road (northbound)
- Rocky Point Road (southbound)

St George Hospital can be accessed via Gray Street and Rocky Point Road (southbound).

We have included a map to help explain the alternative routes.



Alternative routes to access Scott Street



Alternative routes to access Scott Street

Currently, vehicles cannot turn right from Rocky Point Road into Scott Street during AM peak hours. Roads and Maritime are proposing to ban the right turn in and out of Scott Street at all times to help support traffic flow at this intersection.

The alternative routes to access Scott Street are:

- Rocky Point Road, Shaw Street and Gray Street (northbound)
- Rocky Point Road, Princes Highway and Gray Street (northbound)

The alternative route to exit Scott Street is:

- Scott Street, Scott Lane and Toomevara Street (northbound)

We have included a map to help explain the alternative routes.

Next steps

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

Have your say

To find out more or provide feedback:

- ☎ 0404 893 456
- @ G2S@rms.nsw.gov.au
- ✉ G2S Project Team, Roads and Maritime Services, PO Box 973, Parramatta NSW 2124
- 🌐 www.rms.nsw.gov.au/g2s

 If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **0404 893 456**.

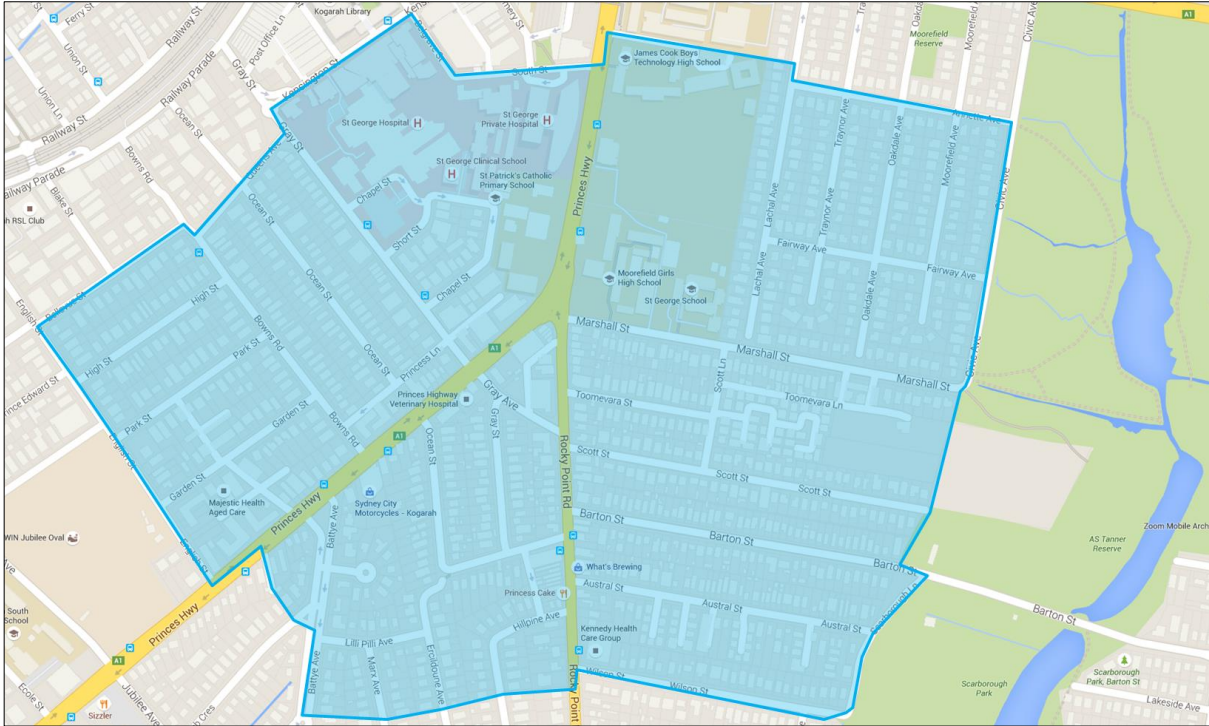


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6.2. Appendix B – Distribution map





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Customer feedback
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