



Proposed Stoney Creek Road and Kingsgrove Road, Kingsgrove intersection improvements

Engagement Report

Contents

1. Executive summary.....	3
1.1 The decision	4
2. Introduction	5
2.1 Background	5
2.2 The proposal	6
Figure 1: View of trees and shrubs inside the Kingsgrove High School along Stoney Creek Road, as seen from the south-east corner of the intersection looking west.....	7
Figure 2: Proposed intersection improvements.....	7
Figure 3: Proposed new property boundary	8
3. Engagement approach.....	9
3.1 Objectives.....	9
3.2 How engagement was done	9
Table 1: Community and stakeholder engagement timeline.....	10
3.3 Engagement outcome	10
Table 2: Community and stakeholder engagement outcome	11
4. Feedback and TfNSW’s response.....	12
Table 3: Feedback received via written and direct stakeholder engagement	12
4.1 Out of scope	21
Table 4: Feedback received that was out of scope	21
5. The decision	23
6. Appendix A – Community update October 2019.....	24
7. Appendix B – Community update distribution area.....	28
8. Appendix C – Sample of webpage	29

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1. Executive summary

This report provides a summary of Transport for NSW's (TfNSW)¹ engagement with the community and key stakeholders on proposed intersection improvements at Stoney Creek Road and Kingsgrove Road, Kingsgrove. The improvements are proposed as part of the NSW Government's Bus Priority Infrastructure Program (BPIP), which is improving the reliability and efficiency of bus services, while easing congestion for all road users.

The intersection is on a key bus route between Hurstville and Macquarie Park (410 bus service) and the 490 and 492 bus services also travel through it. Currently about 40 buses and more than 3,400 vehicles travel through this busy and congested intersection every hour during peak periods.

TfNSW proposes to add a dedicated left turn lane on Stoney Creek Road (eastbound) into Kingsgrove Road between Croydon Road and Kingsgrove Road. This will also involve realignment of the existing footpath along the northern side of Stoney Creek Road into Kingsgrove Road.

The intersection improvements require some property boundary adjustment and partial (strip) property acquisition along Stoney Creek Road and Kingsgrove Road adjacent to the Kingsgrove High School. This includes removal of about 30 trees and shrubs from within the Kingsgrove High School and relocation of the school fence and underground utilities. Replacement tree planting and landscaping will be carried out in consultation with the high school and Georges River Council.

The project will deliver a number of benefits:

- improve the reliability of bus services and journey times through the intersection
- ease congestion and improve travel times for all road users, particularly during peak periods
- improve traffic safety by providing a dedicated left turn lane into Kingsgrove Road
- improve efficiency of the intersection.

In October 2019, TfNSW informed the community and key stakeholders about the proposed changes and asked for feedback about them by 6 November 2019. Respondents were able to provide their feedback by telephone, email and by post. During the engagement period we:

- delivered a Community update (see Appendix A – Community update October 2019) through a letterbox drop to 1,078 surrounding and nearby properties (see Appendix B – Community update distribution area)
- created a project webpage update (see Appendix C – Sample of webpage)
- doorknocked 20 addresses on Kingsgrove Road, Stoney Creek Road and Croydon Road
- received four items of correspondence via email
- received three telephone calls through the project hotline.

¹ In early December 2019 TfNSW and Roads and Maritime Services (RMS) came together as one new TfNSW agency. Engagement activity for this project was carried out under the name of RMS but this report refers to TfNSW.

Matters raised included:

- general support for the project
- safety issues mainly concerning pedestrians (such as the pedestrian fence between the footpath and road, footpath width, the distance between the road and the high school, risks associated with traffic speed, congestion and sign posting)
- community consultation and feedback (regarding the information presented, feedback timeframe, whether opposition can halt the project and how to provide feedback)
- project benefits and merit
- value for money
- removal of trees and shrubs
- construction impacts and the fence along the Kingsgrove High School close to the project
- suggestions for the design and operation of the intersection
- operational impact on the Kingsgrove High School
- future of the existing median strip.

A detailed summary of the feedback and responses can be found under Feedback and TfNSW's response in this document.

1.1 The decision

TfNSW would like to thank everyone who provided feedback.

After considering all the feedback received, TfNSW will proceed with the intersection improvements presented to the public in October 2019. The following matters will be considered as key issues as the project is delivered:

- Efforts will be made to retain as many trees and shrubs as possible; trees and shrubs to be removed will be replaced as part of a tree replacement and landscaping plan to be developed in consultation with the Kingsgrove High School and Georges River Council.
- The construction schedule will be discussed with the Kingsgrove High School in order to minimise disturbance to the school. Also, an approved construction traffic management plan will be in place during construction to safely guide traffic and pedestrians through the work zone.
- Noisy work will be carried out before midnight to minimise impacts on nearby residents and most of the work will be carried out during the night to minimise disturbance to the school and traffic.
- The start of construction depends upon the property acquisition process but work can be expected to start by late 2020 or early 2021. The construction work would take up to six months.

We will continue to keep the community updated as this project progresses.

2. Introduction

2.1 Background

The Sydney metropolitan road network is highly congested at times, which can result in delays and poor reliability for some bus services.

The BPIP is a NSW Government initiative, which aims to address congestion on the Sydney metropolitan road network, primarily by enhancing the efficiency and effectiveness of existing roads and traffic systems to provide improved priority and reliability for buses. It is a 10 year rolling program of targeted initiatives that will invest in bus priority infrastructure along key transport corridors, helping to address bus pinch points across the Sydney road network. It is also one of a range of measures the NSW Government is investing in to better manage congestion on Sydney's roads.

The BPIP has the following core customer objectives:

1. Improve bus travel speeds and bus travel times along key bus corridors
2. Improve bus service reliability to contribute to the achievement of 95% on time running of bus services
3. Improve road safety by improving bus operation infrastructure
4. Support the future growth in bus services along key corridors connecting city and suburban centres.

BPIP projects help to provide:

1. Improved priority for buses with bus lanes
2. Bus priority at signalised intersections
3. More efficient bus stop placement.

The BPIP will continue to deliver these service improvements, aligned with the longer term objectives of the NSW Government, including as set out in the Future Transport Strategy 2056², which is the NSW Government's roadmap to deliver the state's future transport network. Future Transport 2056's focus is to enable people and goods to move safely, efficiently and reliably around the Sydney metropolitan area. The BPIP introduces measures to support reduced travel times for bus services and to make them more reliable by prioritising public transport on key corridors.

The intersection of Stoney Creek Road and Kingsgrove Road is on a key bus route (Rapid Bus Route-6) between Hurstville and Macquarie Park (410 bus service) with the 490 and 492 bus services also travelling through it. Currently about 40 buses and more than 3,400 vehicles travel through the intersection in an hour during peak periods. The morning peak is typically from 8-9am and the afternoon peak is typically from 16.45-17.45pm.

High traffic volumes and long queues on the Croydon Road approach, an inefficient phasing arrangement and conflict of vehicles heading east and turning left into Kingsgrove Road from Stoney Creek Road delay buses and general traffic travelling eastbound on Stoney Creek Road. This intersection has been identified for improvement to minimise delays for buses and general traffic and deliver benefits that are in line with the wider program objectives mentioned above.

² Future Transport Strategy 2056, TfNSW, 2018:
https://future.transport.nsw.gov.au/sites/default/files/media/documents/2018/Future_Transport_2056_Strategy.pdf

2.2 The proposal

To support Sydney's growing population, the NSW Government is working towards delivering significant transport improvements to reduce Sydney's congestion.

The proposed improvements at the intersection of Stoney Creek Road and Kingsgrove Road in Kingsgrove include:

- A new dedicated left turn lane from Stoney Creek Road (eastbound) into Kingsgrove Road.
- Property boundary adjustment and partial (strip) acquisition along Stoney Creek Road and Kingsgrove Road adjacent to the Kingsgrove High School.
- Upgraded pedestrian facilities, including realignment of the existing footpath along the northern side of Stoney Creek Road into Kingsgrove Road.

The proposed intersection improvements will deliver the following identified benefits:

- Improved reliability of bus services and journey times through the intersection.
- Eased congestion and improved travel times for all road users, particularly during peak periods.
- Reduced average delays for buses and general traffic; likewise the mean maximum queue length would also be reduced on approach to and through the intersection.
- Improved traffic safety, by providing a dedicated left turn lane into Kingsgrove Road.
- Improved capacity and efficiency of the intersection.

Impacts associated with the works include:

- Road widening to add the new dedicated turn lane, requiring partial property acquisition up to 270 square metres from within the Kingsgrove High School site.
- Removal of about 30 trees and shrubs from within the widened area inside the Kingsgrove High School site.
- Relocation of underground utilities.
- The existing school fence at this location will also be relocated.

During construction, which may take up to six months, the following impacts are expected:

- Partial/full lane closures and detours with possible delays through the intersection.
- Footpath closures and redirection of pedestrians.
- Possible short-term service disruptions due to relocation of utilities.
- Possible disturbance to the Kingsgrove High School and nearby residents, due to noise and dust during construction.

Work may be noisy and cause traffic disruption at times, so we are carrying it out at night and completing the noisier activities by midnight.

Every effort will be made where possible to minimise the impact on the trees and shrubs, and replacement tree planting and landscaping will be carried out in consultation with the high school and Council.

No vehicle access points or driveways are situated within the proposed works area. The footpath and the marked (un-signalised) pedestrian crossing on the north western corner of the intersection will be closed temporarily. Likewise the pedestrian crossing to the west of the Croydon Road and Stoney Creek Road intersection will be impacted temporarily during construction. Other remaining pedestrian crossings will not be impacted and will be open for use during construction. An approved construction traffic

management plan will be in place during construction to ensure the safety of pedestrians around the work site.

The potential impacts to customers and stakeholders have been assessed, with suitable mitigation measures recommended where possible in the Review of Environmental Factors (REF) (minor works).

Figure 1: View of trees and shrubs inside the Kingsgrove High School along Stoney Creek Road, as seen from the south-east corner of the intersection looking west



Figure 2: Proposed intersection improvements

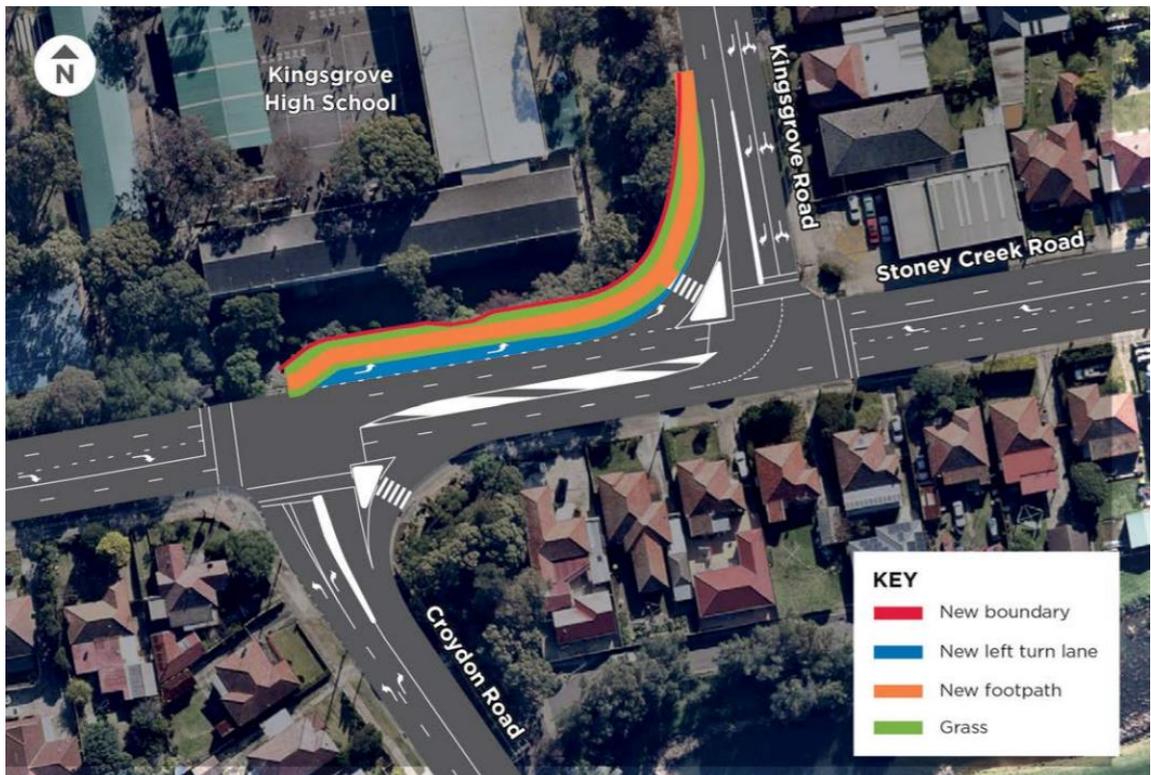
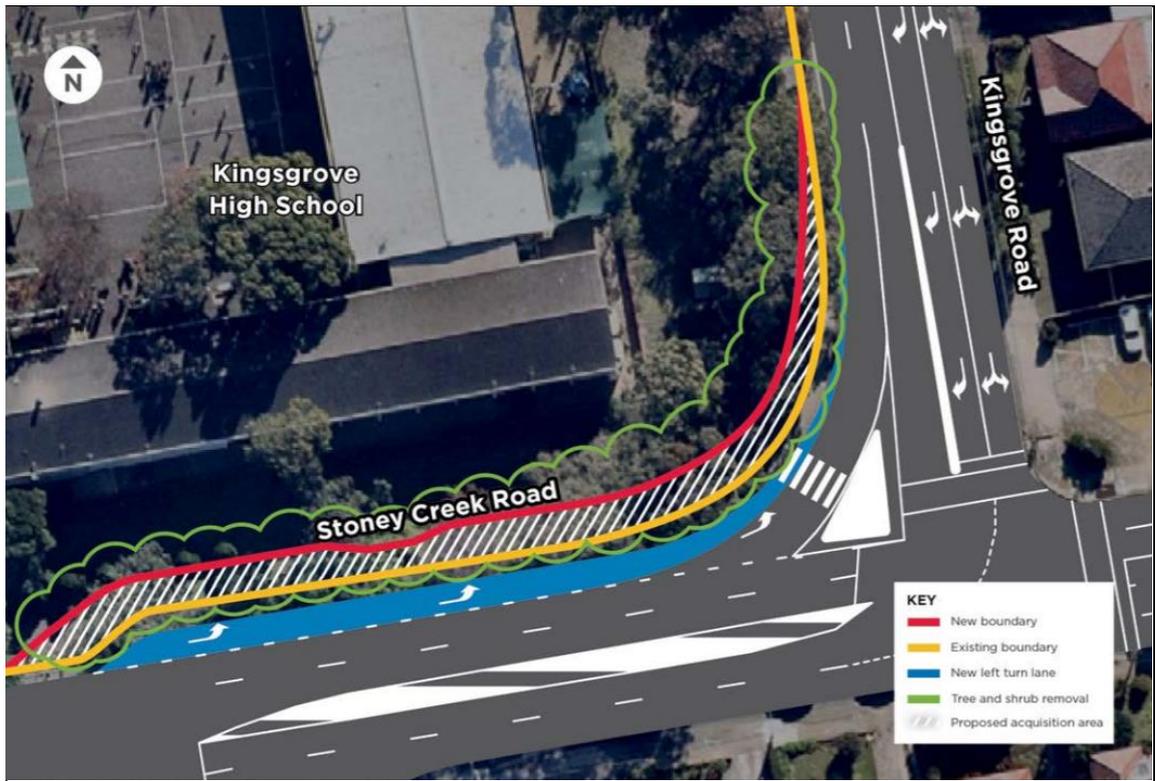


Figure 3: Proposed new property boundary



3. Engagement approach

3.1 Objectives

TfNSW engaged with the community about the proposed intersection improvements to understand their concerns and needs, so that feedback can be considered as part of the decision-making process where possible.

This has allowed us to:

- seek comment, feedback, ideas and suggestions for consideration when making a decision on a matter that has not yet been determined
- advise directly affected stakeholders of changes and/or proposals
- build a database of interested and concerned community members with whom to continue engagement during the project's development and delivery
- advise the community on how they can obtain further information and communicate feedback.

3.2 How engagement was done

An **'inform'**, **'consult'** and **'collaborate'** engagement approach was used for the project to:

- **'Inform'** the community, businesses and other stakeholders of the proposed changes at each intersection location. This provides the rationale and justification of projects to assist with their understanding of the project benefits.
- **'Consult'** with community, businesses and other stakeholders to get feedback on the project objectives, potential impacts and proposed mitigation measures.
- **'Collaborate'** with key stakeholders (the Kingsgrove High School, the Kingsgrove Public School, Council, bus operators, TfNSW Network Safety and TfNSW Network Operations) to determine workable solutions and consider feedback and address concerns where appropriate.

Notifications were previously issued to the community for site and utility investigations carried out in 2018 and 2019.

TfNSW commenced community engagement for the proposed intersection improvements on 16 October 2019. Feedback closed on Wednesday 6 November 2019 (see Table 1).

Table 1: Community and stakeholder engagement timeline

Method	Event	Date
Community update	Investigation and survey works (28 January – 23 February 2018)	20 January 2018
	Investigation and survey works (17 June – 15 July 2019)	10 June 2019
Stakeholder meetings and consultation	Consultation with Georges River Council - Project meeting - Infrastructure State Environment Planning Policy consultation/request for feedback - Review of detailed design	9 August 2018 22 October – 12 November 2019 September/December 2019
	Consultation with Bayside Council - Initial discussions/project briefing - Review of detailed design	3 July 2018 September 2019
	Internal TfNSW stakeholders	Ongoing throughout 2019
	The Kingsgrove High School and the Kingsgrove Public School including the infant school	Multiple and ongoing meetings, telephone calls and emails from 10 May 2019
Community update distribution	Community update distributed to 1,078 properties within the distribution area	16 October 2019
	Emailed State Member for Kogarah – Chris Minns MP	15 October 2019
Doorknock	20 addresses on Kingsgrove Road, Stoney Creek Road and Croydon Road	18 October 2019
Website	Project webpage goes live, with information including the Community update	16 October 2019
Referred to in Community update (above)	Close of feedback	6 November 2019 (feedback received on 10 November accepted)

A media release was prepared to help raise awareness of the project and the consultation, but this did not result in media coverage.

3.3 Engagement outcome

On 16 October 2019, TfNSW informed the community and key stakeholders, including business owners and residents, about the proposed intersection improvements.

The community was informed through a Community update distributed to 1,078 properties in surrounding areas.

As part of the engagement 20 addresses on Kingsgrove Road, Stoney Creek Road and Croydon Road were door knocked. We also received feedback from the community by email and telephone.

Matters raised included:

- general support for the project
- safety issues mainly concerning pedestrians (such as the pedestrian fence between the footpath and road, footpath width, the distance between the road and the high school, risks associated with traffic speed, congestion and sign posting)
- community consultation and feedback (regarding the information presented, feedback timeframe, whether opposition can halt the project and how to provide feedback)
- project benefits and merit
- value for money
- removal of trees and shrubs
- construction impacts and the fence along the Kingsgrove High School close to the project
- suggestions for the design and operation of the intersection
- operational impact on the Kingsgrove High School
- future of the existing median strip.

Those who gave feedback on the matters above commented in the following numbers:

- project benefits and merit – four people
- community consultation and feedback / value for money / suggestions for the design and operation of the intersection – two people
- all other matters – one person each.

A detailed summary of the feedback and responses can be found under Feedback and TfNSW's response in this document.

Table 2: Community and stakeholder engagement outcome

Event type	Outcome
Doorknock	Doorknocked 20 addresses on Kingsgrove Road, Stoney Creek Road and Croydon Road, speaking to four people who responded to the doorknock.
Customer engagement	Informed and engaged with over 1,078 customers between 10 May and 4 December 2019.
Correspondence	Received four emails (as well as ongoing correspondence with the Kingsgrove High School and the Kingsgrove Public School, including the infant school).
Telephone calls	Received and returned three feedback calls through the project hotline to answer questions and encourage feedback (as well as ongoing calls with the Kingsgrove High School and the Kingsgrove Public School, including the infant school).

4. Feedback and TfNSW's response

TfNSW has summarised the feedback received and provided responses below in Table 3. This report is made available to the public. All feedback has been considered to help TfNSW make decisions about delivery of the project.

Table 3: Feedback received via written and direct stakeholder engagement

Category	Feedback	TfNSW's response
1. Support for the proposal	The project is a good idea.	TfNSW is grateful for your feedback and acknowledges your support for the project.
2. Safety	There should be a metal barrier between the footpath and road [specifically referring to the area around the Kingsgrove Public School].	There is an existing pedestrian fence between the footpath and the road along Kingsgrove Road in front of the high school and primary school. The fence will not be impacted by the project.
	Metal barriers should be installed at the intersection for pedestrians.	Around 40 metres of pedestrian fence between the footpath and road is being installed along Stoney Creek Road near the high school as part of the project; the fence has been proposed up to a point so that it does not obstruct the sight distance for drivers turning left onto Kingsgrove Road from Stoney Creek Road (eastbound).

Category	Feedback	TfNSW's response
	<p>If congestion is eased at the intersection this could be a concern, as it currently slows down traffic where children from three schools cross the road.</p>	<p>Easing congestion at this location doesn't mean that pedestrian safety will be compromised, due to the following reasons:</p> <ul style="list-style-type: none"> • During school hours there is a speed limit of 40 kilometres per hour, with school zone line marking and road signs. • The project will improve the sight distance for drivers on Stoney Creek Road (eastbound) on the approach to Kingsgrove Road. This will allow drivers to see pedestrians waiting to cross the road at the corner of Stoney Creek Road and Kingsgrove Road without obstructions. • Where congestion is reduced, we typically see a more consistent and stable traffic flow, resulting in less manoeuvring and risk-taking behaviours of motorists. Also, it means there is less chance of queued vehicles blocking crossings, thereby improving pedestrian safety.
	<p>It will be a concern if the footpath will be narrowed as a result of the project.</p>	<p>The footpath is being relocated on the northern side of Stoney Creek Road, however the footpath width is not being reduced as a result of this project.</p>
	<p>Yard space will be removed as a safety buffer from the very busy Kingsgrove High School. This will be a safety risk.</p>	<p>The new property boundary of the school will be securely fenced and shrubs and trees will be replaced in the school site. As a result, the reduction of the buffer due to the project is not expected to increase the safety risk to the school and the students.</p>

Category	Feedback	TfNSW's response
	<p>Will noise monitoring be used during construction for the Kingsgrove High School? Will this be stored safely?</p>	<p>Routine short-term noise monitoring will be carried out by the contractor during construction. The equipment used to monitor noise levels during construction will not require a safe storage location as noise will be measured using a portable device.</p> <p>A REF is being prepared to assess the environmental impacts of the project and to outline the measures that must be taken in order to manage and mitigate construction noise impacts. The REF will include consideration of construction noise impacts to surrounding properties and identify suitable mitigation measures to minimise noise impacts from construction activities. These mitigation measures will be based on best practice and TfNSW Construction Noise and Vibration Guidelines.</p> <p>As part of the construction planning, the contractor will be required to prepare a Construction Noise and Vibration Plan to ensure noise and construction impacts are minimised and managed effectively. As most of the works are planned to occur at night or outside school hours, construction noise impacts on the school are expected to be minor.</p>
	<p>Workers accessing the Kingsgrove Public School during the day will require a Working With Children Check.</p>	<p>This will be included as a requirement of the contractor (and any associated sub-contractors) before construction starts.</p>

Category	Feedback	TfNSW's response
	<p>The intersection is dangerous for school children, including due to congestion there.</p>	<p>The boundary fence of the school will be relocated as soon as possible.</p> <p>The history of crashes reported at this intersection between January 2014 and December 2018 does not involve any pedestrians.</p> <p>The project is designed to improve the sight distance for drivers on Stoney Creek Road (eastbound) on the approach to Kingsgrove Road. This will allow drivers to see students and other pedestrians waiting to cross the road at the corner of Stoney Creek Road and Kingsgrove Road without obstructions.</p> <p>Also, with reduced congestion due to the proposal, a more consistent and stable traffic flow can be expected, resulting in less manoeuvring and risk-taking behaviours by motorists.</p>
<p>3. Community consultation and feedback</p>	<p>A map in the original Community update showed the left turn kerbside lane in Kingsgrove Road with a left turn arrow only and not a shared left turn and right turn arrow, as per the existing lane configuration. This change would reduce the efficiency of the intersection and should be avoided.</p>	<p>This was an error on the map in the original Community update issued and no changes are proposed for the existing lane configuration for southbound vehicles on Kingsgrove Road. The kerbside lane will remain as a shared left and right turn lane. The person who got in contact with the project team with this query has been advised accordingly and the online Community update has been amended to correct this error.</p>
	<p>I want to provide feedback four days after the deadline. My feedback should still be taken into account.</p>	<p>TfNSW has included this feedback received after the deadline referred to in the Community update issued on 16 October.</p>

Category	Feedback	TfNSW's response
	<p>Will the project be halted if there is an overwhelming response from the community?</p>	<p>TfNSW will consider feedback as part of the consultation process and this community engagement report has been prepared to outline the matters raised and our responses. The community will be kept informed as the project progresses. The feedback received has not required the project to be 'halted'. Based on comments and feedback received to date on the proposal, TfNSW plans to proceed with the proposed improvement.</p>
	<p>The Community update presents the project as a 'done deal'. This is misleading.</p>	<p>The Community update makes it clear the project is at the consultation stage: 'We will consider feedback as part of the consultation process and a community engagement report will be prepared outlining the matters raised and our responses. The community will be kept informed as the project progresses.'</p>
	<p>The feedback period is not long enough.</p>	<p>Respondents had three weeks to provide feedback, from the distribution of the Community update on 16 October to 6 November, and almost all feedback has been received within this period. In the one case where feedback was received slightly after the deadline TfNSW has considered it along with all other feedback received.</p>
	<p>The Community update does not make it clear that TfNSW is inviting feedback.</p>	<p>TfNSW accepts community feedback on all projects and provides contact details on all Community updates. The Community update issued in mid-October contains a blue box titled 'Feedback', advising that feedback was requested by 5pm on Wednesday 6 November, with details about how to give this by telephone, email, or by post (as well as a link to the relevant webpage). TfNSW will continue to inform the community about progress.</p>

Category	Feedback	TfNSW's response
<p>4. Project effectiveness and merit</p>	<p>There is minimal benefit in implementing the proposed left turn into Kingsgrove Road due to existing congestion caused by a school zone from Arkana College, extending past the Kingsgrove High School through to the Kingsgrove Public School. This is particularly noticeable during morning and afternoon peaks.</p>	<p>It is the priority of the NSW Government to provide efficient and reliable public transportation.</p>
	<p>Commuters should allow extra time for travel. This would be better than implementing these changes, with the loss of established trees, just to speed up travel times by a few minutes. The plans should be cancelled immediately.</p>	<p>The addition of a separate lane for vehicles turning left onto Kingsgrove Road from Stoney Creek Road, coupled with optimisation of the traffic signal phasing arrangement at the intersection, will reduce congestion and minimise delays for buses and general traffic.</p>
	<p>There is already a left turn lane, so a further one will not reduce congestion. Also, the intersection is only congested during peak times and buses contribute to it.</p>	<p>Traffic investigation and benefit assessment carried out for the project demonstrates expected travel time savings and reduced queuing and delays for buses and general traffic. It also provides good value for money.</p> <p>The trees impacted during the project will be replaced.</p>
	<p>The proposed improvement will only help vehicles turning left into Kingsgrove Road from Stoney Creek Road and offer limited benefits.</p>	<p>All signalised intersections in NSW operate on SCATS, which is a co-ordinated and adaptive traffic control system that continually adjusts the timing for each green traffic signal based on the demand. By increasing the capacity of the intersection and operating SCATS, a more efficient operation can be expected for all directions.</p> <p>The project will have wider benefits and will:</p> <ul style="list-style-type: none"> • improve the reliability of bus services and journey times through the intersection by reducing delays • ease congestion and improve travel times for all road users particularly during peak periods, with improved intersection capacity and reduced queue lengths • improve traffic safety by providing a dedicated left turn lane into Kingsgrove Road • improve efficiency of the intersection.

Category	Feedback	TfNSW's response
	Congestion will only be eased for a very limited time, during the peak hour.	The project will deliver wider benefits, as outlined in the response above.
5. Cost effectiveness of the project	The overall cost does not justify the intended expenditure.	The project team has carried out benefits assessment of this project to understand the benefit compared to the cost. The assessment (benefit-cost ratio analysis) demonstrates the project provides value for money and will improve safety and congestion.
	The proposed works will cost a lot of money and will not alleviate the congestion at the intersection.	
	The proposed works will be a waste of money.	
6. Trees and shrubs	Will trees and shrubs be removed by the project?	About 30 trees and shrubs will be removed from within the widened area within the Kingsgrove High School site. Every effort will be made to minimise the impact on the trees and shrubs. Replacement tree planting and landscaping will be carried out in discussion with the Kingsgrove High School and Georges River Council.
	Use of the Kingsgrove High School's land requires removal of at least eight mature trees.	
	30 established trees will be removed, in turn removing valuable shade from Kingsgrove High School. Doesn't TfNSW care about climate change?	
7. Construction	The Kingsgrove Public School has a program for children on the autism spectrum, which is due to start in 2020 near the oval. This should be taken into account.	Most of the works will be undertaken at night to minimise the impact on the school and the road users. The timing of construction works and related matters will be discussed with the schools to minimise disruption to the school and any day works will be planned accordingly.
	How long will construction take?	Construction is anticipated to take up to six months. Start of construction is contingent upon property acquisition of land from the high school but the work can be expected to start by end of 2020 or early 2021.
	The Kingsgrove Public School would like to negotiate construction hours.	The timing of construction works and hours will be discussed with the schools to minimise disruption.

Category	Feedback	TfNSW's response
	<p>The existing pedestrian crossing from Stoney Creek Road (eastbound) to Kingsgrove Road should be signalised.</p>	<p>The existing marked foot crossing across the left turn slip-lane operates well and provides efficient crossing for pedestrians to the traffic island. A review of the last five years of crash history at the intersection shows no recorded crashes involving pedestrians at this location.</p> <p>Furthermore, the proposed intersection improvements would improve the sight distance for drivers on Stoney Creek Road (eastbound), so they can clearly see pedestrians waiting to cross the road at this marked foot crossing.</p>
	<p>The concrete traffic island at the corner opposite to the Kingsgrove High school at the intersection of Stoney Creek Road and Kingsgrove Road should be removed with only traffic lights at the intersection.</p>	
<p>8. Suggestions for the design and operation of the intersection</p>	<p>Traffic light phasing for vehicles using Kingsgrove Road to approach the intersection should be changed, so the left and right turn green arrows come on at the same time.</p>	<p>Changes to existing traffic phasing at the intersection will also be implemented to improve traffic flow at the intersection, in addition to the physical changes identified as part of the proposed intersection improvements.</p>
<p>9. Use of the proposed left turn</p>	<p>Will the new left turn be a bus lane, or will it be used by all traffic?</p>	<p>The new dedicated left turn lane will be for the use of all traffic and it is not a bus lane.</p> <p>The provision of the dedicated left turn lane reduces traffic using the eastbound through lanes, which is the primary bus movement.</p>

Category	Feedback	TfNSW's response
<p>10. Operational impact on the Kingsgrove High School</p>	<p>The project will increase traffic noise and pollution for Kingsgrove High School students.</p>	<p>TfNSW has considered noise related impacts (during construction and in operation when the works are completed) as part of a REF, carried out in accordance with the Environmental Planning and Assessment Act 1979.</p> <p>As part of the REF process, TfNSW has engaged an independent noise consultant to assess the potential construction and operational noise impacts from the proposal on nearby sensitive receivers, including the high school. The noise assessment report predicts only a very marginal increase in operational noise due to the proposed improvements and such an increase is within the allowance of TfNSW's Noise Mitigation Guidelines and does not warrant further noise treatment measures to the school site.</p> <p>With an improvement in traffic flow and reduced congestion, it is expected that vehicle pollution will decrease.</p>
<p>11. Fencing</p>	<p>Will school fencing be removed by the project?</p>	<p>There will be some impact to the school fence on the southern and eastern side of the boundary of the Kingsgrove High School along Stoney Creek Road and Kingsgrove Road. Temporary fencing will be installed and secured to ensure security of the school grounds and the construction area during construction. Permanent school fencing will be installed along the new school boundary as part of the project.</p>
<p>12. Median strip</p>	<p>Will any work be done on the existing median strip at the intersection?</p>	<p>No work is proposed to the existing median strip on Kingsgrove Road and Stoney Creek Road.</p>

4.1 Out of scope

There were a number of responses that were considered out of scope for this project.

Table 4: Feedback received that was out of scope

Category	Feedback	TfNSW's response
1. Signage outside the Kingsgrove Public School	There is minimal signage outside the Kingsgrove Public School alerting drivers that this is a school zone and existing school zone signage(s) on Kingsgrove Road do not flash.	School zone signs are provided at all entry points into a school zone. The school zone for the Kingsgrove High School and Public School is a combined zone. Flashing lights are provided at the entry to the school zone for the Kingsgrove High School and Public School.
2. Vehicles cutting across the front of 412 Kingsgrove Road (Advanced Automatics)	The project will not stop vehicles cutting across the front of 412 Kingsgrove Road. There is concern for the safety of employees of the business and school children.	TfNSW has discussed this issue with the owner on several different occasions previously and has provided advice on measures that can be undertaken to stop vehicles travelling through this property. Given that the owner operates two driveways to the private property, changes to driveway access to it is outside the scope of the project.
3. Proposed changes to Kingsgrove Road	There needs to be a dedicated left turn lane on Kingsgrove Road, which spans most of the length of Kingsgrove Road turning onto Stoney Creek Road.	On the Kingsgrove Road approach to the intersection, the shared left and right turn lane along with dedicated right turn lane is the existing arrangement, which is not being modified as part of this project.
	The shared left and right turn lane in Kingsgrove Road does not operate properly.	The current arrangement of a shared left and right turn lane, along with a right turn lane, is to cater to the higher volume of traffic turning right onto Stoney Creek Road from Kingsgrove Road.
	Kingsgrove Road should be widened to five lanes.	The proposed works are expected to improve the overall intersection operation. Kingsgrove Road is a regional road under the jurisdiction of local Councils (Georges River Council and Bayside Council) and widening of Kingsgrove Road is outside the scope of this project.

Category	Feedback	TfNSW's response
4. Pedestrian crossing across Stoney Creek Road close to 412 Kingsgrove Road (Advanced Automatics)	<p>Changes should be made to improve the safety of people crossing Stoney Creek Road outside 412 Kingsgrove Road. Previously a disability scooter became stuck at the crossing.</p>	<p>No changes are currently planned for this crossing across Stoney Creek Road as part of this project.</p> <p>The issue will be forwarded to the relevant department within TfNSW for review.</p>
5. Proposed changes to Croydon Road / signage on Croydon Road	<p>Croydon Road should be widened to allow traffic to flow smoothly into and out of Hurstville.</p>	<p>The proposed works are expected to improve the overall intersection operation. Croydon Road is a regional road under the care of Georges River Council and Bayside Council. Widening of Croydon Road is outside the scope of this project.</p>
	<p>The give way sign in Croydon Road should be removed and replaced with a green arrow or similar signage to ensure traffic flows freely and doesn't back up on Stoney Creek Road.</p>	<p>No changes are currently planned for the Croydon Road leg of the intersection as part of this project.</p> <p>The issue will be forwarded to the relevant department within TfNSW for review.</p>
6. Existing congestion in the area	<p>There are issues with Croydon Road with cars queuing at the intersection [this seems to refer to the intersection of Croydon Road and Stoney Creek Road] and in Barnards Avenue.</p>	<p>Changes to existing traffic signal phasing being implemented at this intersection, in conjunction with the proposed intersection improvements, are expected to reduce queueing and congestion on the Croydon Road approach.</p>

5. The decision

TfNSW would like to thank everyone who provided feedback.

After considering all the feedback received, TfNSW has decided to proceed with the intersection improvements presented to the public in October 2019. The following matters will be considered as key issues as the project is delivered:

- Efforts will be made to retain as many trees and shrubs as possible; trees and shrubs to be removed will be replaced as part of a tree replacement and landscaping plan to be developed in discussion with the Kingsgrove High School and Georges River Council.
- The construction schedule will be discussed with the Kingsgrove High School and Kingsgrove Public School in order to minimise disturbance to the schools. Also, an approved construction traffic management plan will be in place during construction to safely guide traffic and pedestrians through the work zone.
- Noisy work will be carried out before midnight to minimise impacts on nearby residents and most of the work will be carried out during the night to minimise disturbance to the schools and traffic.
- The start of construction depends upon the property acquisition process but work can be expected to start by late 2020 or early 2021. The construction work would take up to six months.

We will continue to keep the community updated as this project progresses.

6. Appendix A – Community update October 2019



Stoney Creek Road and Kingsgrove Road, Kingsgrove

Intersection improvement
October 2019

The NSW Government's Bus Priority Infrastructure Program is improving the reliability and efficiency of bus services, while easing congestion for all road users.

Roads and Maritime Services is proposing to add a dedicated left turn lane on Stoney Creek Road (eastbound) into Kingsgrove Road between Croydon Road and Kingsgrove Road.

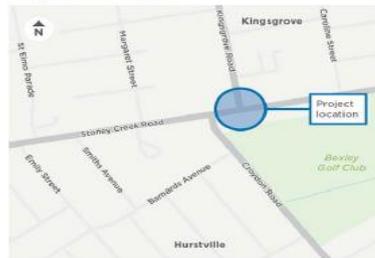
The planned intersection improvements would reduce delays for bus customers and motorists.

The intersection is along a key bus route between Hurstville and Macquarie Park (410 bus service). The 490 and 492 bus services also travel through this intersection. Currently there are about 40 buses travelling through the intersection every hour during peak periods.



Intersection of Stoney Creek Road and Kingsgrove Road as seen from the north-east corner (looking west)

Project location



What is happening at the intersection?

To minimise delays and improve bus travel reliability through the intersection, we are proposing to widen Stoney Creek Road (eastbound) at Kingsgrove Road. The proposed works include the following:

- A new dedicated left turn lane from Stoney Creek Road (eastbound) into Kingsgrove Road
- Property adjustment and acquisition along Stoney Creek Road and Kingsgrove Road adjacent to the Kingsgrove High School
- Removal of about 30 trees and shrubs from within the Kingsgrove High School
- Relocation of underground utilities to align with the new boundary
- Improved pedestrian facilities, including realignment of the existing footpath along the northern side of Stoney Creek Road into Kingsgrove Road.

Current situation

- The Stoney Creek Road and Kingsgrove Road intersection is busy and congested, with more than 3,400 vehicles travelling through it every hour during peak periods
- Traffic congestion at the intersection causes delays to buses and general traffic during peak periods
- Queues of vehicles turning left into Kingsgrove Road delay buses and general traffic travelling eastbound on Stoney Creek Road.

Project benefits

- Improve the reliability of bus services and journey times through the intersection
- Ease congestion and improve travel times for all road users particularly during peak periods
- Improve traffic safety by providing a dedicated left turn lane into Kingsgrove Road
- Improve efficiency of the intersection.

Property impacts

- To add the new dedicated left turn lane, road widening will require land acquisition of a strip up to 3.3 metres wide from within Kingsgrove High School
- About 30 trees and shrubs may have to be removed from within the widened area
- The existing school fence at this location would also be relocated
- Every effort will be made where possible to minimise the impact on the trees and shrubs. Replacement tree planting and landscaping will be carried out in consultation with the high school and council.



Trees and shrubs inside Kingsgrove High School along Stoney Creek Road as seen from south-east corner of the intersection looking west

Intersection improvements



New property boundary



Next step

We will consider feedback as part of the consultation process and a community engagement report will be prepared outlining the matters raised and our responses. The community will be kept informed as the project progresses.

Keep up to date on the progress of this project by joining our mailing list. Sign up at rms.work/stoneycreekingsgrove or email buspriority@rms.nsw.gov.au

What is the Bus Priority Infrastructure Program?

The Bus Priority Infrastructure Program delivers infrastructure that make bus services more reliable and efficient, such as bus lanes, increasing capacity and bus priority at intersections or more effective bus stop placement.

Buses are a key part of Sydney's growing and evolving public transport network. Sydney's buses provide more than 220 million trips a year across the city. As Sydney grows, the bus system needs to meet the challenges growth brings.

Feedback

We are seeking your feedback on this proposal until 5pm Wednesday 6 November by:

 1800 575 250

 buspriority@rms.nsw.gov.au

 rms.work/stoneycreekingsgrove

 Bus Priority
PO Box 973
Parramatta NSW 2124



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 Roads and Maritime Services on 1800 575 250.

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة **131 450** على الرقم (TIS National) الخطية والشفهية والطلب منهم الاتصال بوكالتكم على الرقم 1800 575 250.

Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)。要求他們致電 1800 575 250 聯絡 Roads and Maritime Services。

Mandarin

如果你需要口译员，请致电 **131 450** 联系翻译和口译服务署 (TIS National)。要求他们致电 1800 575 250 联系 Roads and Maritime Services。

Greek

Αν χρειάζεστε διαμετρητή, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διαμετρητών (Εθνική Υπηρεσία ΤΙΣ) στο **131 450** και ζητήστε να τηλεφωνήσουν Roads and Maritime Services στο 1800 575 250.

Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 1800 575 250.

Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450** 으로 연락하여 이들에게 1800 575 250 번으로 Roads and Maritime Services 에 전화하도록 요청하십시오.

Vietnamese

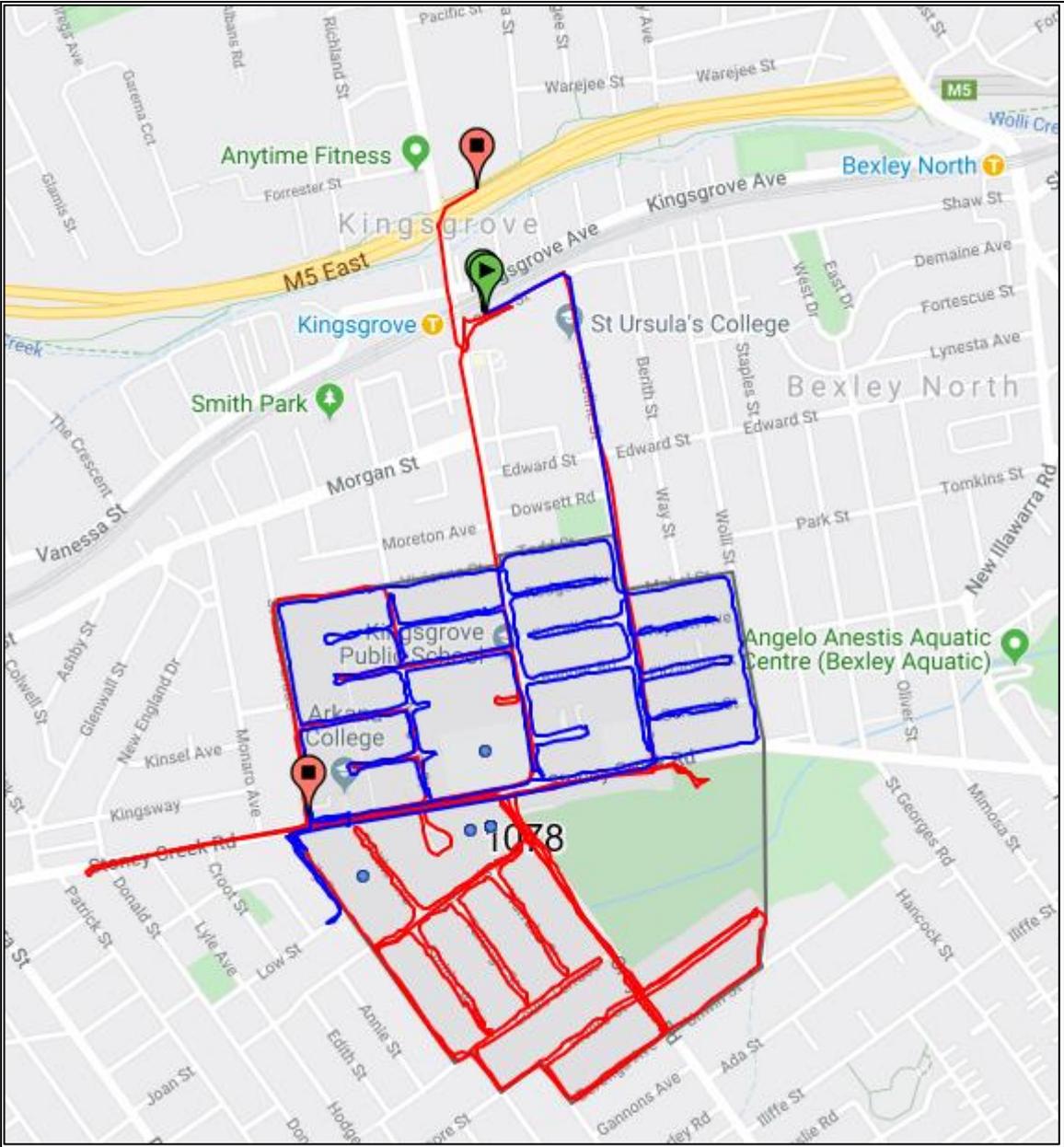
Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 1800 575 250.



October 2019
RMS.191373

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7. Appendix B – Community update distribution area



8. Appendix C – Sample of webpage



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Stoney Creek Road and Kingsgrove Road, Kingsgrove

Stoney Creek Road and Kingsgrove Road, Kingsgrove intersection improvements

The NSW Government's Bus Priority Infrastructure Program is improving the reliability and efficiency of bus services, while easing congestion for all road users.

Project information

Project background

Roads and Maritime Services is proposing to add a dedicated left turn lane on Stoney Creek Road (eastbound) into Kingsgrove Road between Croydon Road and Kingsgrove Road. The planned intersection improvements would reduce delays for bus customers and motorists for this busy and congested intersection.

Proposed Stoney Creek Road and Kingsgrove Road, Kingsgrove intersection improvements – February 2020

29