



Transport
for NSW

Waratah Street and Princes Highway Intersection Improvements, Kirrawee

Community Consultation Report

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1 Executive Summary

1.1 Overview

This report provides a summary of Transport for NSW's consultation with the community regarding proposed intersection improvements at Princes Highway and Waratah Street in Kirrawee.

The proposed upgrades aim at improving safety, accessibility and efficiency for all road users, as well as improving journey time reliability along the Princes Highway during peak periods.

The proposal includes:

- Reconfiguration and widening of the Waratah Street approach to Princes Highway to provide dual signalised right turn lanes and a left turn slip lanes.
- Widening of Princes Highway western verge to provide a dedicated northbound left turn lane from Princes Highway onto Waratah Street.
- Relocation of the signalised pedestrian crossing from Princes Highway southern approach to northern approach.
- Installation of a signalised pedestrian crossing across Waratah Street.
- Extension of the central median along Waratah Street to restrict right-turn movements into and out of the adjacent service road.

Transport engaged with Sutherland Shire Council, Ampol (Caltex) Petrol Station, Toyota and Lexus Sutherland in November 2020 via on-site meetings, as key stakeholders who are directly impacted by the proposal.

Transport subsequently invited feedback on the proposal from local residents in December 2020, using a digital platform. A printed notification was distributed to 1304 addresses and a story was published in local media, both of which provided a direct link to the digital survey for the proposal.

Transport received responses from 54 members of community via email and Have Your Say survey, the key outcomes were:

- The proposal was generally supported by 67.3% of the respondents.
- All key elements that make up the proposal are highly supported by the community, in particular of the dual right turn lanes on Waratah Street.
- Provision of dual left-turn slip lanes on Waratah Street warrants further investigation.

1.2 Decision

Transport reviewed the community and stakeholders' feedback and undertook further investigation. Transport's decision is to continue the development of the proposed intersection improvement at Princes Highway and Waratah Street, in an effort to improve road safety, accessibility and efficient for all road users in and around Kirrawee. In response to community members and key stakeholders' comments on the dual left turn exiting Waratah Street, Transport has agreed to modify the design to provide dual left turn slips lanes at the intersection.

1.3 Report timing

As outlined in this document, consultation findings were collected from the community during December 2020. In the time between community consultation and the release of the report in August 2022, the project team was required to complete further drainage investigation work which needed to be taken into account in the project design and has impacted the project timeline. The outcomes in this document reflect all feedback received during the consultation period and Transport will continue to consult with the community as new information becomes available.

2 Introduction

2.1 Background

In September 2019, the Federal and State Governments announced a 50:50 co-investment in infrastructure projects under the \$1 billion Urban Congestion Fund, aimed at implementing high benefit, low impact initiatives at various locations to ease congestion.

Princes Highway forms part of the A1 road corridor which is the main route connecting the south-eastern parts of Sydney and the Illawarra. It also provides access to major roads including the M5 Motorway, A3 King Georges Road and M8 motorway. It is an important urban arterial road, moving up to 70,000 vehicles each weekday through Kirrawee.

The intersection of Princes Highway and Waratah Street in Kirrawee has been identified as a notorious bottleneck which would benefit from the initiative.

The proposal is in the Sutherland Shire Local Government Area, approximately 29 kilometres from the Sydney Central Business District. The intersection is a three-way ('T') junction extending from 110m West of Waratah Street to Princes Highway, covering approximately 130m along the Princes Highway.

The proposal is in a highly developed urban setting, with commercial and retail developments, car yards and building suppliers located along the Princes Highway.

2.2 The Proposal

The Princes Highway and Waratah Street intersection upgrade is expected to improve road safety, accessibility and efficiency for all road users.

Together with the \$300M Gateway to the South Program, this proposal is expected to further enhance the accessibility into and out of the Kirrawee north precinct and improve journey time reliability during the peak periods.

During consultation, the proposal has the following key features:

- Widening Princes Highway to provide a dedicated left turn lane from Princes Highway to Waratah Street.
- Restricting movement in and out from the services road to improve overall road safety and efficiency on Waratah Street approach.
- Relocating the existing pedestrian crossing from Princes Highway South to North.
- Introducing a new pedestrian crossing across Waratah Street.
- Introducing additional signalised left-turn slip lane from Waratah Street to Princes Highway.

The proposal is expected to reduce the average delays by over 50% during both peak periods at this intersection.

Refer to Figure 1 for the proposal presented during consultation period:

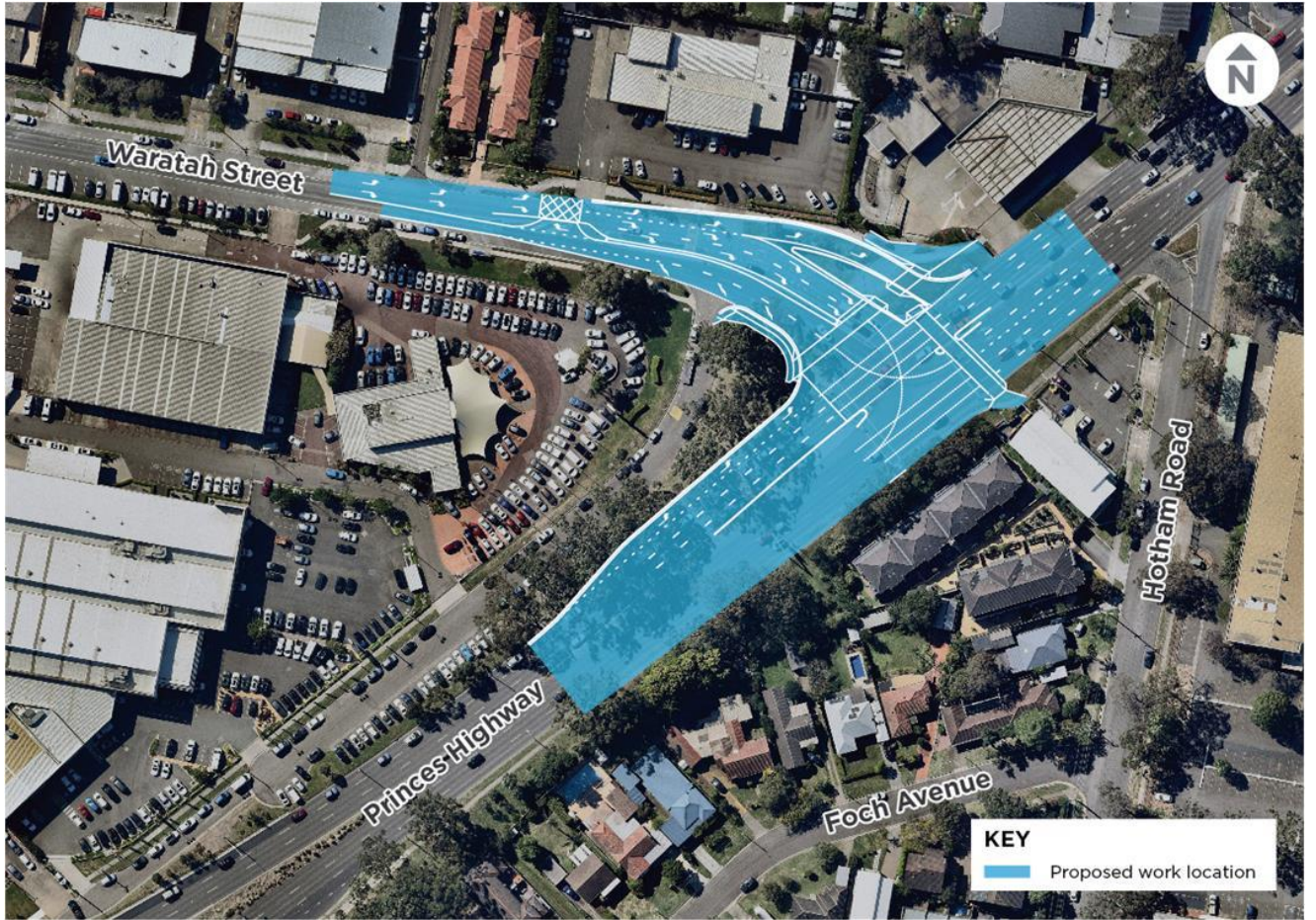


Figure 1 Indicative map used during consultation period

3 Consultation approach

3.1 Objectives

Transport engaged with the community to understand their concerns and needs, so that their feedback can be considered as part of the decision making process. In December 2020, Transport distributed a 'Have Your Say' notification to 1304 addresses, including both local residents and business owners in Kirrawee.

These activities provided Transport the opportunities to:

- Develop community, stakeholders and road users' understanding of the proposed upgrade of Princes Highway and Waratah Street intersection, Kirrawee, ensuring they are aware of the proposed benefits and possible impacts arising from the project.
- Provide clear direction to the community and stakeholders, whether we are providing information or seeking feedback, so that expectations are clear.
- Ensure community and stakeholder feedback and issues are considered in the decision-making process.
- Improve the community's understanding by providing transparent and accessible information, and bridging the gap between the community and the project team throughout the project lifecycle.
- Provide direct communications that are cognisant of precautions for the coronavirus (COVID-19).
- Collaborate with government agencies and local council to ensure a whole-of-government approach to managing issues and providing a consistent message.

3.2 Target audience

The primary target audience – The suburbs of Kirrawee and Gymea will be directly impacted by the work and therefore the primary audience for the program. The work is occurring in the State Electorate of Miranda and the Federal Electorate of Hughes & Cook. Kirrawee is part of the Sutherland Shire Council.

- Community members living in the suburbs of Kirrawee & Gymea. This group will include people who may be highly impacted by the project, particularly with overnight noise and visual amenity concerns.
- This group also includes business owners and their employees who may have business impacts due to construction.
- Sutherland Shire Council

The secondary target audience – Motorists, cyclists and pedestrians who are likely to be impacted by this proposal, including residents, business operators and owners and other key stakeholders in nearby suburbs that rely on the Princes Highway and Waratah Street intersection to move through Kirrawee.

3.3 Consultation activities

The project team worked with the COVID-19 pandemic restrictions to safeguard the community and our staff whilst doing our best to connect with the community. In this regard, Transport sought comment and feedback from road users and local residents on the proposal, using a number of smart tool as listed below:

- ‘Have Your Say’ notification – designed to encourage community feedback by providing both QR code and short URL links to project webpage and survey.
- Print media
- Transport project webpage – updated with latest project information including the community updates.
- Dedicated 1800 project hotline

Refer to Table 1 for a brief overview of how community consultation was completed:

Table 1 Community and Stakeholder Engagement Timeline

Method	Event	Date
On-site Meetings with key stakeholders	Meeting(s) with Sutherland Shire Council	15 September 2020 06 May 2021
	Meeting with Ampol (Caltex), Toyota and Lexus Sutherland	24 November 2020
Project Webpage and emails	Webpage (Appendix) with information including the project updates and the Have Your Say form	10 December 2020
Dedicated 1800 project hotline	Answered by Transport staff	From May 2020
Media Release	A news article was published in the local Sutherland newspaper (see Appendix)	13 December 2020
‘Have Your Say’	Notification distributed to 1304 addresses within the distribution area	10 December 2020
	Provide email responses to community members who requested further project information	TBC June 2020
Council Briefing	Meeting with Council re. project scope changes	6 May 2021
Follow up on-site meetings with key stakeholders	Meeting with Caltex, Toyota Sutherland and Lexus Sutherland	26 May 2020

4 Consultation outcome

Transport directly engaged four (4) external stakeholders in-person and received feedback on the proposal from a total of 55 community members:

- 49 responses from 'Have Your Say' form ([see the survey 6.4](#))
- 6 responses from direct email via waratahprinces@transport.nsw.gov.au

The Have Your Say response was 67% supportive of the proposal, and even more supportive of its unique design elements ([see Appendix 7.1](#)).

4.1 Direct engagement

4.1.1 Sutherland Shire Council

- Favour the layout with a dual left turn in an effort to accommodate future traffic growth exiting Waratah Street.
- Advocate the need to minimise the likely environmental impacts to the trees within the South-western corner of the targeted intersection.

4.1.2 Ampol (Caltex) Kirrawee

- No opposition with proposed design and related driveway adjustment
- It was noted that everyday delivery is expected via Waratah Street and Princes Highway driveways to the premises.
- During construction, deliveries are to be advised which driveway would be operational.
- In agreement with the relocation of pedestrian crossing to the north. It was raised that pedestrians cross illegally at Princes Highway (North).

4.1.3 Lexus Sutherland

- No opposition with proposed design and related driveway adjustment.
- Envisaged a dual-left turn opportunity from Waratah Street instead of a dual left turn lane to enhance the design.
- Supportive of the "Stop here on red" left turn slip lane arrangement to compensate for the single left turn lane- but proposes the proposal includes restricting 3 to 4 parking spaces after Tea Gardens Lane to accommodate extra storage for left-turners for vehicles turning left.
- It was raised that the right turn movement from Waratah Street into Lexus caused concern. The sight lines of right turning (westbound) vehicles being blocked by the southbound (east) traffic queue compromises the view of oncoming traffic while entering the Lexus premises.
- Possible solutions: early warning signs or devices ("upcoming driveway sign" or rumble strips)
- It was also noted that the shared paths are being used by school kids. Utmost Safety for pedestrians should be considered a high priority, and the right turn movement from Waratah Street to Lexus currently imposes a hazard to shared path users.

4.1.4 Toyota Sutherland

- Supportive with the extension of the existing median to restrict right turn movements in/out of service road.
- Deliveries are scheduled during night time (certain circumstances during the day but not often) via back end of Waratah Street or left turn from Princes Highway to Waratah Street.
- Detours are to be provided to Toyota prior to construction to inform delivery routes.
- Right turn access from Waratah Street to Lexus Sutherland are used by Toyota employees and customers (same ownership).

4.2 Media release

A media release was produced and with the support of the media unit, this was published in an article for the local newspaper ([Appendix 6.5](#)).

This article referenced the Have Your Say timeframes, and provided clear information linking to the survey.

4.3 Have Your Say consultation

A community notification was sent to residents that requested them to participate in a Have Your Say Survey (see [Appendix 6.4](#)). 49 responses were received in the Have Your Say survey, open from 11 December 2020 until 15 January 2021, extended to accommodate the holiday period.

This indicated a number of clear responses, over a balanced range of ages, with the majority of respondents residing in Kirrawee and Miranda, with the remainder largely from suburbs around Sutherland (see [Appendix 7.2](#)).

The community response is as follows (see more information in [Appendix 7](#)):

- **The proposal is generally supported by respondents.** 67.3% support the proposal as a whole, with only 14.3% opposed.
- **The dual right turn lanes is strongly supported** by 93.7% of respondents
- **The dedicated left turn slip lane off the Princes Highway is strongly supported** by 81% of respondents.
- **The left turn lane off Waratah Street is generally supported** by 77% of respondents, this precludes those who wanted dual left turn lanes. Comments provided by the community suggested dual left turn lanes would be more supported.
- **Additional parking changes along Waratah Street is supported.** This is highly supported by 85% of respondents.
- **Stopping right turns into the service road is supported by 67% of respondents.**

Open field feedback provided in the Have Your Say is also generally supportive, with specific feedback provided on the following issues:

- Concerns with existing traffic congestion
- Requesting additional left turning lane exiting Waratah Street

- Effectiveness of the proposed dual right turn lanes exiting Waratah Street
- Need of major infrastructure upgrade
- Location of the pedestrian crossing on Princes Highway

All 8 unsupportive respondents who live locally went on to request a larger footprint of work, in particular dual left-turn lanes, or further work on Waratah Street, This is consistent with stakeholders seeking an additional lane turning left onto Princes Highway (See [Appendix 7.4.1](#)).

See [Section 5.1](#) for specific feedback provided on this and other issues raised.

5 Transport's response

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

The table below shows the full range of feedback (through website and email responses) provided. Matters raised that are out of scope of this project will be forwarded as appropriate or raised with other project teams.

5.1 Responding to community feedback – In Scope

Category	Feedback	Responses
1. Support for the proposal	The proposal is well thought out and practical.	Transport appreciates your feedback and acknowledges the support of the proposal.
	The proposal looks good and will work well.	
	I have looked at the proposed upgrade of the intersection of the Princes highway and Waratah Street and I use this intersection most days and agree that the duplication of the right turning lane to be positive.	
	Mainly looks ok. Left lane from highway into Waratah and increasing right turn from Waratah onto highway to 2 lanes both great. Agree with pedestrian crossing for Waratah St.	
	It is a busy intersection hopefully this will improve the congestion	
	Looks good and would help congestion in the area	
	Right hand turn from Waratah St to Princes Highway is a good improvement	
	Looks good, making use of the space	
	The proposed layout looks good	

Category	Feedback	Responses
	<p>This would support to reduce the congestion in the traffic</p> <p>I am supportive of this plan as it will provide improved traffic flow.</p> <p>Looks good and will increase traffic flow and remove unnecessary traffic jams</p> <p>I like that pedestrians will have a real crossing that is paved on both sides, and that it's moved to not cross the cars turning right.</p> <p>Yes please, to all proposed changes. I use this intersection four times a day Mon-Fri and sometimes more. It is a nightmare and a major bottleneck.</p>	
2. Concerns with existing traffic congestion	<p>Something needs to be done to reduce traffic coming home in the afternoon I spend 20 min driving through</p> <p>Something must be done to improve the traffic flow, reduce unnecessary time wasting, minimise the queues</p>	In addition to other projects delivered under Gateway to the South Program, this project aims at easing the congestion along the Princes Highway.
3. Restriction of right turn movement in / out of the adjacent service road	<p>Every day I travel on Waratah St to turn right at Princes Highway. I need to have left work by 3.40pm at latest to exit Yalgar Rd as traffic is horrendous on Bath Rd due to congestion in Waratah St. The service road near the car yards is a necessity to be blocked as traffic trying to exit it then blocks Waratah St causing delays and frustration after often waiting in line. The two right turn lanes will allow quicker exit from Waratah St, hopefully the Princes Highway isn't at a standstill as is often the case.</p>	<p>Transport appreciates your comments. The proposed upgrade would restrict movement in and out of the service road by extending the median at Waratah Street. This is likely to reduce the interruption of traffic flow at Waratah Street.</p>

Category	Feedback	Responses
<p>4. Removal of one left turn lane existing Waratah Street</p>	<p>Concerned the left turn for eastbound in Waratah St onto Princes Hwy is not “long” enough for merging, one lane will not be enough to get the traffic clear of Waratah St.</p>	<p>Transport has investigated this matter further and decided to provide dual left turn slip lanes.</p>
	<p>Only 1 left turn lane from Waratah on to princes Highway?</p>	
	<p>Why is the planned pedestrian crossing extending from the middle of Waratah Street? It's unconventional. The space is better suited to provide dual left turning lanes, and dual right turning lanes. If this proposal goes ahead, I doubt it will fix the current bottleneck problem.</p>	
	<p>Another concern is cars turning left during school hours (which is also peak traffic), you pretty much would have cars going at 40km/h on only 1 left turning lane. This will make the current situation even worse.</p>	
	<p>At the Boulevard Road to Princes Highway intersection, there was a similar change done years ago (originally dual left turning lanes and 1 right lane, then changed to 1 left turning lane and dual right turning lanes, eventually reverting back to original layout). The recent upgrading works at that intersection is very welcomed (dual left and right turning lanes) and this design should be adopted at Waratah and Princes Highway intersection.</p>	

Category	Feedback	Responses
	<p>To remove a second left turn lane from Waratah Street onto the Princes Highway is an extremely poor decision. At present with the two left hand turn lanes the traffic backed up from the Princes Highway in a westerly direction during morning peak can sometimes be bumper to bumper as far back as Toronto Parade but almost on a daily basis back to Acacia Road. To remove the second left turn lane would only increase traffic build up in this area which is, as mentioned earlier, almost at a standstill during morning peak periods.</p>	
	<p>I think making the left turn lane a single lane will just change the traffic problem from one lane to the other lane.</p>	
	<p>Main concern is reducing left turn from Waratah to highway from 2 to 1 lane and it being “free flow”. Needs to be 2 lanes for capacity and signalised for safety. Letting people decide when to turn left onto the highway will be many accidents waiting to happen, especially when many drivers are immediately trying to get to right lane to turn right at The Boulevard.</p>	

Category	Feedback	Responses
	<p>Doing away with the dual left turn from Waratah in lieu of a slip lane will choke left turning traffic especially when traffic is free flowing north bound on the Princes Hwy. A large number of vehicles travel to the right hand lane on the Princes Hwy to turn right onto the Boulevard. I believe drivers will wait until the light turns red on north bound traffic on the Princes Hwy to exit Waratah to allow passage to the RH lane. As a general rule I believe many drivers in NSW do not understand how to enter traffic flow using a slip lane. I site the Boulevard to Princes Hwy slip lane as a perfect example of a failed egress, with most drivers baulking or coming to a complete stop most of the time.</p>	
	<p>casually viewed the resultant traffic flows after the Princes Hwy/Boulevard reconfiguration and seeing no significant changes, I expect the same result from the proposed changes to the Princes Hwy/Waratah intersection. I believe that more traffic turns left from Waratah onto the Princes Hwy than turns right, so the changing of the left/right lane numbers and moving the pedestrian crossing will cause more congestion for left turning traffic.</p>	

Category	Feedback	Responses
5. Effectiveness of the proposed dual right turn lanes exiting Waratah Street	I really can't see these minor changes making much of a difference to the congestion in the area, especially coming out of Waratah Street. This concept does not substantially improve the capacity of the right turn movement at all.	<p>The current proposal doubles the capacity for the right turn movement from Waratah Street which would allow reallocation of more green time to Princes Highway. The proposal is expected to reduce the average delays by over 50% during both peak periods at this intersection.</p> <p>Providing three right turn lanes increases the capacity for the right turn movement further but it would result in an increased construction footprint which is perceived as a less economical option.</p>
	It needs to be a Big (sic) for a future wise project. Double the size of the project there is a lot of vacant land that can be used for a massive turning lane.	
	Only feedback would be to make 3 lanes turning right on to Princes Highway from Waratah along with the slip lane turning left	
6. Right turn access into Lexus Sutherland	In addition, why eat into the right turn storage area with the silly right turn bay into the commercial complex behind the fuel station? It would be better if this was pushed further south & allowed an extended double or triple right turn storage area & utilise some of the footpath area outside Stewart Toyota for a little bit of extra widening.	<p>It is Transport's intention to minimise disturbance to local retail and businesses, hence the access into the existing car yard will be retained.</p> <p>In terms of the suggested further road widening on Waratah Street to the south, this would have a larger environmental impact as some of the trees located within the south-western corner of the intersection are of heritage significance.</p>
7. Location of the pedestrian crossing on Princes Highway	It would stop pedestrians completely and make them use the overhead bridge.	<p>With the recent completion of the Kirrawee Pedestrian Footbridge, pedestrians wanting to cross this section of Princes Highway will have the opportunity to cross at road-level at this intersection or overhead via the pedestrian footbridges either 100 metres north or 500 metres south of this location.</p> <p>Relocating the signalised pedestrian crossing to the Princes Highway northern approach, provides a more direct connection between the existing shared paths across Princes Highway. It also reduces potential conflicts with right turning motorists out of Waratah Street and pedestrians crossing Princes Highway.</p>
	Why not push the pedestrian crossing further north so it crosses onto the northern side of Waratah street next to the fuel station (or leave it on the south side) and get rid of that oversized median to you currently have the pedestrians walking onto from the eastern side of the Princes Highway.	

Category	Feedback	Responses
8. Need of major infrastructure upgrade	You should really build the new freeway thru the shire on the land you have been holding for over 50 years.	The urban congestion fund aims to address congestion issues on Sydney's existing road network by targeting areas for improvement with small scale traffic improvements to improve the capacity of the road network, without needing to construct new roads or undertake large scale property acquisition. The construction of a freeway or expressway was not considered as part of this pinch point proposal.
	Pleased you are doing something to help but really it is a band-aid and the ultimate solution to the ridiculous traffic is the freeway	
	Hurry up and build the expressway from taren point to loftus	A large scale initiative to improve the connection from Sydney's south to the wider Sydney motorway network is currently being developed by Transport. You may like to visit the M6 - Stage 1 website for more information: https://www.rms.nsw.gov.au/projects/f6/index.html
	Can we please get started on a tunnel for the proposed F6 and get all the thru traffic (North / South) off these surface roads and underground and surely this will ease the burden on all these other local roads!	Transport will pass on your feedback to the M6 Motorway Team (previously named F6 extension) for project updates and next steps.
9. Road Safety	A slip road is going to cause more accidents. People cannot merge correctly and it's evident on the Boulevard. Rather than slipping in, people just put the brakes on and sit there like it's a Give Way sign. There does need to be some kind of signal for those turning left, particularly in the mornings when there are few 'gaps' in traffic.	Transport has investigated this matter further and decided to provide fully controlled dual left turn slip lanes, in response to your suggestion / concern.
	Presume the pedestrian crossing on Waratah would also be located at the lights?	The pedestrian crossing will be located at the traffic lights.

Category	Feedback	Responses
10. Capacity along Waratah Street	Restricting the parking on the North side of Waratah Street needs to be in both peak periods, not just the morning.	<p>Waratah Street is a local council road under the care and control of Sutherland Shire Council. Any requests associated with parking adjustments, restrictions or removal would need to be reviewed and determined by Council via their local traffic committee.</p> <p>In response to your comment, Transport will liaise with Sutherland Shire Council in exploring potential peak period parking changes along Waratah Street in both directions.</p>
	Waratah St needs a clear way full time from the Australia post depot driveway down to the highway.	
	The merge lane heading west on Waratah from the Princes Hwy should be extended by removing the parallel parking through to the beginning of the reverse parking area.	
	An improvement could be made if there were no parallel parking/no parking on the south side of Waratah up to where the rear to kerb parking commences.	
	South from Princes Hwy into Waratah St has a “short” merge into one lane; this already banks up and the traffic is unable to clear the intersection. This is also caused by the build-up of traffic west on Waratah St at the roundabouts at Bath and Oak Rd.	<p>If the westbound merge lane were to be extended, it would trigger a loss of kerbside parking and relocation of the existing bus stop. Where possible, it is Transport’s intention to minimise disturbance to local community and businesses at this location.</p> <p>Notwithstanding the above, Transport will liaise with Sutherland Shire Council in exploring potential peak period parking changes along Waratah Street in both directions, in an effort to provide more capacity along Waratah Street.</p>
	How about double lanes both ways for the whole of Waratah St tho?	
	Not enough distance on new lanes heading west on Waratah St. Intersection of Bath Rd and Waratah St is already chaos. Trying to get out of the shires second/third largest industrial area is horrendous.	

Category	Feedback	Responses
11. Others	I could be wrong, but I hardly see pedestrian crossing at this busy intersection, but it could be due to them taking to the overhead bridges.	The installation of a new signalised pedestrian crossing across Waratah Street and the relocation of the signalised pedestrian crossing to the Princes Highway northern approach aims to improve both pedestrian and cyclist safety and connectivity at this intersection. Pedestrians also have the option of crossing Princes Highway overhead via the pedestrian footbridges either 100 metres north or 500 metres south of this location, should they wish to do so.
	Is question the need for pedestrian crossing across the highway when there is a pedestrian bridge approx 100m north of this intersection. Rarely seen current pedestrian crossing used.	
	The bus stop on Waratah (about 200m from the corner heading west) should be relocated 100m west to the west side of the car yard driveway utilising three reverse parking positions.	If the bus stop were to be relocated further west, it would trigger a loss of kerbside parking. Where possible, it is Transport's intention to minimise disturbance to local community and businesses at this location. In addition, the bus stop relocation would result in further away from the proposed designated crossing on Waratah Street. This could potentially trigger unsafe crossing movement for public transport users.
	I don't think the Princes highway needs to be widened though and I've never experienced an issue with turning left there. I use this intersection everyday in all directions (I live and work nearby and I go to the climbing gym) and the only issue is turning right from waratah.	Transport appreciates your comments in relation to this matter, however both the traffic assessment completed and the community feedback received suggested the need to improve both movements into and out of Waratah Street, in particular during the morning peaks.
	While two lanes turning south onto the Princes Hwy is great, during peak traffic the left lane will choke as a large number of cars entering from Waratah will want to turn left onto the Kingsway. (Left turning traffic from Waratah to the Princes Hwy has increased over the last 12 months due to the disgustingly long wait times to turn right out of Oak Road onto the Princes Hwy. I realise that this problem has been partly addressed with extending the lights out of peak times)	The project on Princes Highway, Acacia Road, Oak Road and Kingsway is expected to partially improve the operation of Princes Highway at the intersection with Oak Road. The project is expected to be complete towards the end of 2021.

Category	Feedback	Responses
	<p>What I have seen a read, it sounds confusing... As in most changes, it is a bandaide fix.. We need longer lights for turning..Less backup of traffic.. Make sure you think about all of it.. Hope this works...</p>	<p>The current proposal improves access and turning movements for motorists accessing both Princes Highway and Waratah Street.</p> <p>In the responses to other community feedback received for this proposal, Transport has decided to proceed with providing dual right turn and dual left turn lanes from Waratah Street onto the Princes Highway. The proposal is expected to reduce the average delays by over 50% during both peak periods at this intersection.</p>

5.2 Responding to community feedback – Out of Scope

Category	Feedback	Responses
1. Parking Restriction on adjacent State Road	<p>A very serious congestion problem is caused by the parking that is allowed outside the homes on the western end of the Kingsway on the approach to the Prince's Hwy. I suggest that this part of the road also becomes no parking because the congestion and resulting fumes are unbearable every afternoon. We cannot park on the road outside our unit block and I propose that the western end of the Kingsway also becomes a no parking zone.</p>	<p>As part of the Princes Highway at Acacia Road, Oak Road and Kingsway and President Avenue improvement project, the scope includes the removal of 7 parking spaces on the westbound kerb side of Kingsway between Princes Highway and Hotham Road, Gymea.</p> <p>This project is expected to be completed by the late 2021 and it is anticipated to address the concerns raised.</p>
2. Query related to existing project at AOKP	<p>Could you please email me a copy of the letter that was sent to residents in Acacia Road, Kirrawee re the proposal?</p> <p>The oak Rd / princes Hwy intersection is still terrible and turning right onto the princes Hwy to head south from oak Rd gets 5 cars through per cycle and has done for years. I genuinely feel that the decision makers have no idea or do not commute throughout the shire on a weekly or daily basis.</p>	<p>All comms notifications for AOKP can be found on the website. https://roads-waterways.transport.nsw.gov.au/projects/princes-highway-acacia-oak-kingsway-president/index.html</p> <p>As part of the Princes Highway at Acacia Road, Oak Road and Kingsway and President Avenue improvement project, this intersection operation is expected to be improved.</p> <p>Transport will continuously monitor this intersection, in an effort to further optimise the signal timing where possible.</p>

3. Other suggestions	Priority needs to be on finishing existing works which have commenced on the Princes Highway in Kirrawee but do not appear to be making progress	The project at Princes Highway, Acacia Road, Oak Road and Kingsway is expected to be completed by end of 2021 under the Gateway to the South Pinch Point Program. The congestion that is currently experienced during the peak period is expected to be eased accordingly.
	Finish the highway at Kirrawee first before starting another project. Peak hour is already unbearable.	
	Why asking now When construction is underway?	This project is still under design development during concept phase. The project that is currently under construction is the proposed upgrades at Princes Highway, Acacia Road, Oak Road and Kingsway, which is expected to be completed by end of 2021.
	Need an unbroken line to deter cars entering from Kingsway to the highway in the right lane shooting across 2 (will now be 3) lanes of traffic to basically push l'm in front of drivers in the left lane.	Kingways intersection has T1 lines to direct traffic turning right from Kingsway onto Princes Highway.
	It's ok but is there an overall plan for the traffic flow from box road to the princes highway turn off? Congestion can be horrific in the afternoon. Does this actually help?	<p>Transport is developing and delivering a number of proposals to reduce congestion in the area.</p> <p>Please visit the following sites for more information:</p> <p>Gateway to the South Pinch Point Program https://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/gateway-to-south.html</p> <p>Box Road https://roads-waterways.transport.nsw.gov.au/projects/princes-highway-and-box-road-sylvania/index.html</p>
	Although a step in the right direction, I am not sure this is going to alleviate the congestion without also looking at the junction from President and Princes Hwy which is also severely congested.	Princes Highway and President Avenue is currently being upgraded by Transport as part of our Gateway to the South Pinch Point Program. You may visit Gateway to the South website for more information: https://www.rms.nsw.gov.au/projects/easing-sydneys-congestion/gateway-to-south.html

	<p>It's a seriously busy road now. Anybody travelling East West in this local area have to use either Waratah st or Bates dr. Both very congested roads. How about opening up the blocked off section of The Boulevard where it meets Oak rd? This could be a third East West option for all locals. However I can't help but feel like it's another possible 'band aid' fix just like the previous / current works on The Kingsway, The Boulevard and The Princes Hwy.</p>	<p>Transport is developing a project at the intersection of Princes Highway and Bates Drive under the Urban Road Upgrade and Congestion Program. The project is expected to elevate the intersection operation at this intersection.</p>
	<p>Run an extra lane all the way from the kingsway to bates drive turn left lane.</p>	
	<p>Consideration how to improve traffic flow westbound on waratah Street would be appreciated. Flow through the bath and oak road roundabouts is dreadful and it's becoming harder and harder to exit our street in either direction without having to basically wave traffic to a stop to let you in.</p> <p>Expanding the bath road roundabout so that West bound on waratah you have two lanes, one dedicated left to head towards bunnings, the other for right or straight would be a good first pass.</p> <p>Traffic slowing features between oak Rd and Kenneth ave at the downhill section would also help with those trying to exit the side streets. Cars speed up quite significantly along that small decline.</p>	<p>These are local roads. This feedback can be passed to Sutherland City council.</p>

5.3 Decision

Transport would like to thank all stakeholders who provided feedback.

After carefully considering the feedback received, along with the proposal's aims and design requirements, Transport have decided to proceed with the proposal.

In response to community feedback Transport will change the proposal to provide a dual left turn slip lanes exiting Waratah Street. It is our intent to keep the community updated as the project progresses.

The current design is as follows, with the dual left turn lane off of Waratah Street included.

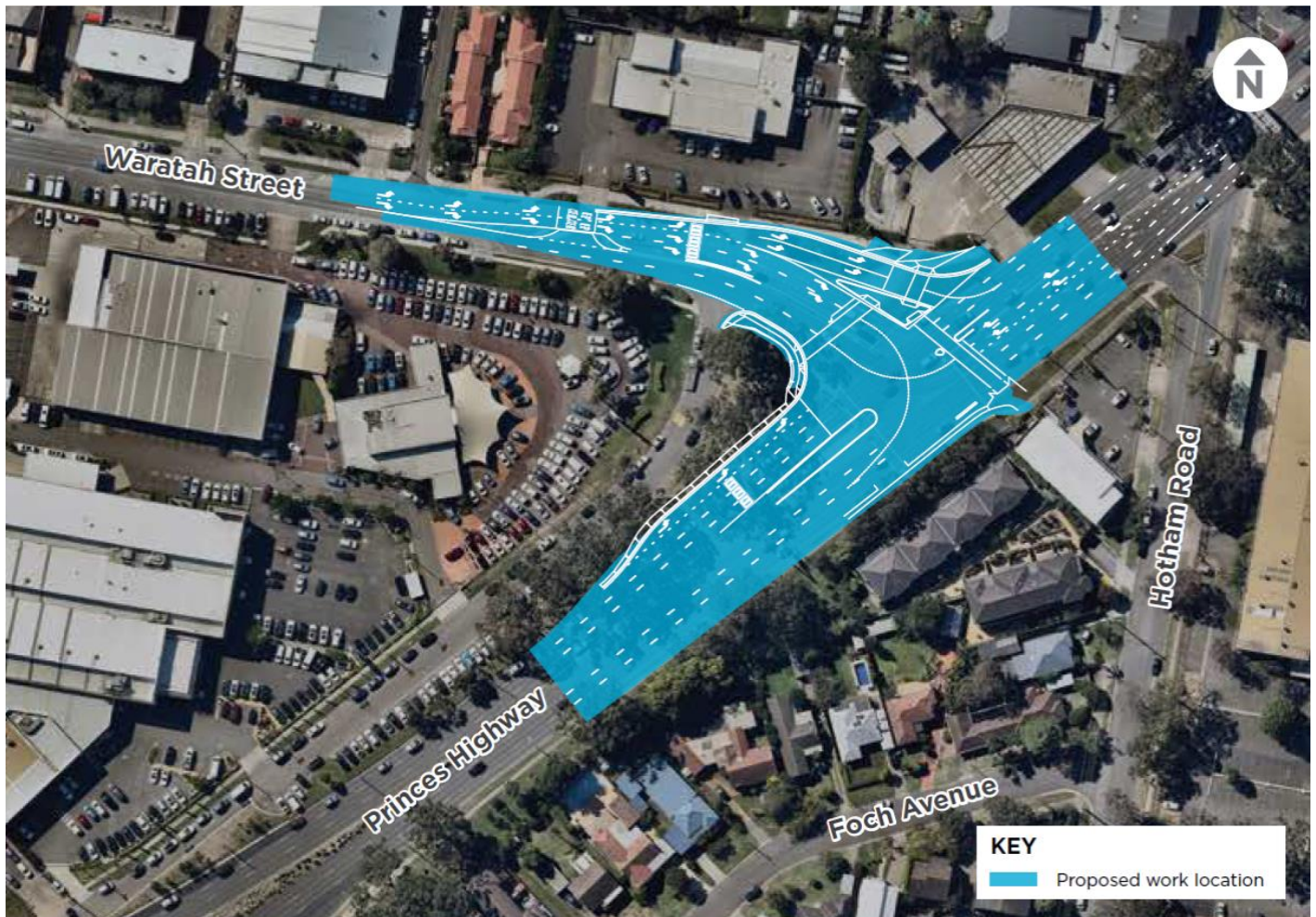


Figure 2: The new design of Waratah & Princes

6 Appendices

6.1 Have Your Say Notification



December 2020

Have your say – Intersection Upgrades for Waratah Street and Princes Highway, Kirrawee

The Australian and NSW Governments are jointly funding this \$8 million proposal as part of the Urban Congestion Fund.

Transport for NSW is seeking your feedback on a proposal to upgrade the Princes Highway and Waratah Street intersection. We have included a map to better explain the proposal.



The Proposal

- Introducing a signalised left turn slip lane and dual right turn lanes from Waratah Street onto Princes Highway
- Widening the Princes Highway to provide a dedicated left turn lane from Princes Highway to Waratah Street
- Relocating the existing pedestrian crossing from Princes Highway from south to north, and introducing a new pedestrian crossing across Waratah Street
- Restricting right turn movements into and out of the service road, by extending the median at Waratah Street
- Constructing new shared paths
- Utility relocation, tree removal and protection

Benefits

The improvements are expected to provide:

- Improved road access and safety for all road users
- Reduced traffic congestion and delays
- Faster and more reliable travel times

We want your feedback

We encourage you to send us your comments by 15 January 2021 by visiting nswroads.work/waratahprinces or scan the QR code. We will carefully consider your feedback and continue to keep you updated as the project progresses.

Contact Us

Alternatively, If you have any questions, please contact our project team on 1800 943 033 or email waratahprinces@transport.nsw.gov.au. Or write to Waratah Princes Project Team, Transport for NSW, PO Box 973, Parramatta NSW 2124.



Transport for NSW
roads-maritime.transport.nsw.gov.au

Waratah Street & Princes Highway Intersection Proposal, Kirrawee



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، الرجاء الاتصال بخدمة الترجمة الوطنية والشفهية (TIS National) على الرقم **131 450**، والطلب منهم الاتصال بركائلكم Transport for NSW على الرقم 1800 943 033.

Cantonese
若你需受口譯員，請致電 **131 450** 聯絡翻譯和口譯服務 (TIS National)。要求他們致電 1800 943 033 聯絡 Transport for NSW。

Mandarin
如果你需要口译员，请致电 **131 450** 联系翻译和口译服务 (TIS National)。要求他们致电 1800 943 033 联系 Transport for NSW。

Greek
Αν χρειάζεστε διαμετρητή, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διαμετρήσεις (Εθνική Υπηρεσία ΤΙΣ) στο **131 450** και ζητήσετε 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
통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450**으로 연락하여 이동여거 1800 943 033 번으로 Transport for NSW 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 Transport for NSW qua số 1800 943 033.

- Easing congestion**
- better and more reliable trips** for people, business and freight
- Improve travel speeds**
- More time with family and friends**

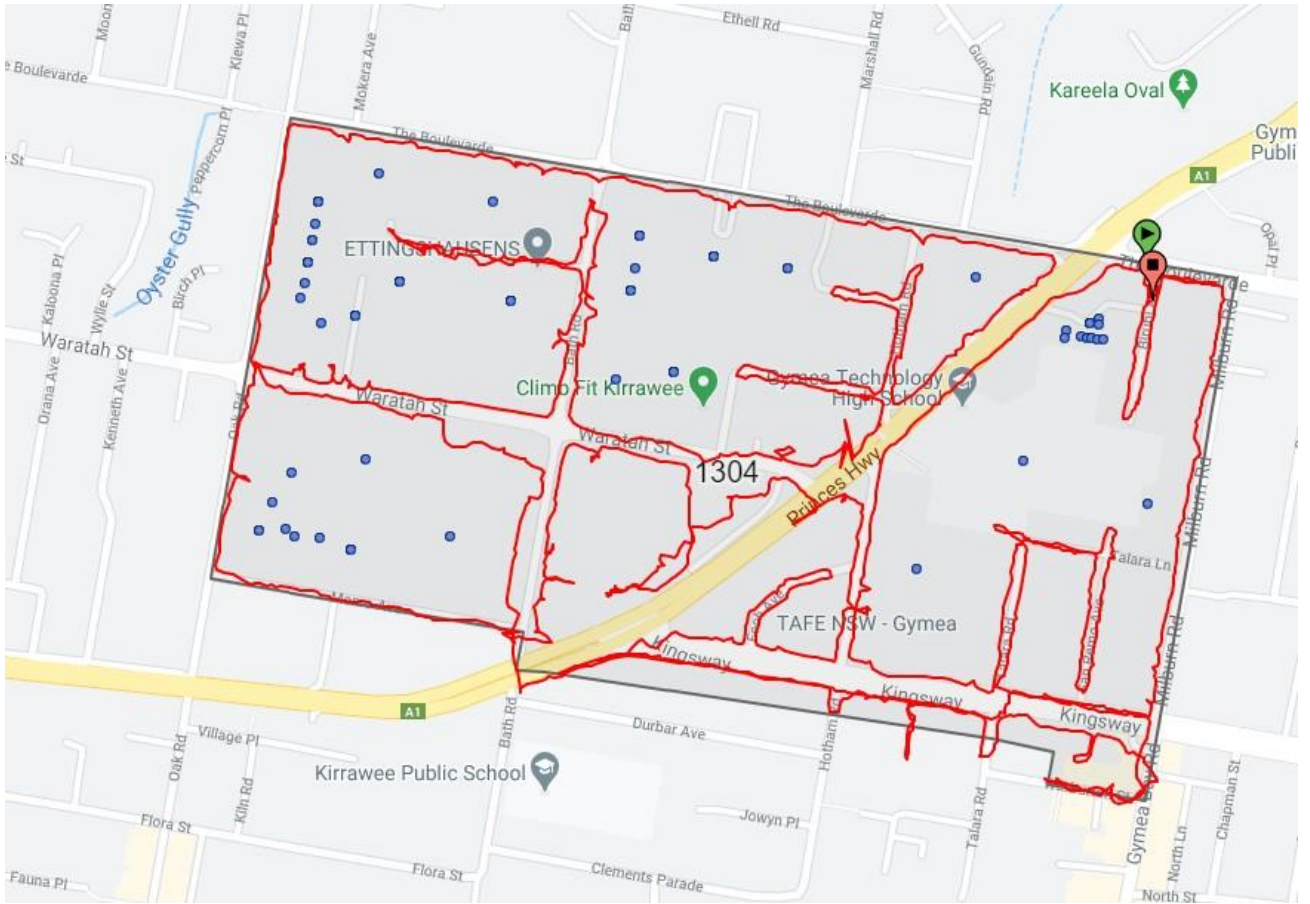


December 2020

Privacy: Transport for NSW ("TfNSW") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery 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 the law. Your personal information will be held by TfNSW at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

Transport for NSW
roads-maritime.transport.nsw.gov.au

6.2 Distribution Area – Have Your Say



6.3 Central Portal Information – Have Your Say



Transport
for NSW

Have your say

Projects for which community comments are being sought

Week commencing Monday 14th December 2020

All NSW Government departments are required to list any public consultations that they are conducting on the **Have Your Say** website. The information provided will be uploaded to the NSW Government website.

The following information must be provided in the template below.

Copy and paste the below template and provide the information required.

Please advise if the information should not be uploaded to the NSW Government website until a certain date, due to media release or announcement.

Project name	Waratah Street & Princes Highway, Kirrawee
Sub Title	Concept design
Summary	Transport for NSW is seeking your feedback on a proposal to upgrade the Waratah Street and Princes Highway intersection.
Full Project Details	<p>The proposal includes;</p> <ul style="list-style-type: none"> Introducing a signalised left turn slip lane and dual right turn lanes from Waratah Street onto Princes Highway Widening the Princes Highway to provide a dedicated left-turn lane from Princes Highway to Waratah Street Relocating the existing pedestrian crossing from Princes Highway from south to north, and introducing a new pedestrian crossing across Waratah Street Extending the median at Waratah Street to restrict right-turn movements to and from the service road Constructing new shared paths <p>The improvements are expected to provide:</p> <ul style="list-style-type: none"> Improved road access and safety for all road users Reduced traffic congestion and delays Faster and more reliable travel times

Provide image	
Tag for image	Intersection of Waratah & Princes Highway.
Region:	Pick one: Sydney
Agency contact	<p>Name: Waratah Princes Project Team Phone: 1800 943 033 Email: waratahprinces@transport.nsw.gov.au Agency website: roads.work/waratahprinces Consultation website: https://yoursay.transport.nsw.gov.au/waratah-princes-highway</p>
Consultation details	11 December 2020 - 15 January 2021

6.4 Have Your Say Survey

Have Your Say

Transport is inviting your feedback on the proposed design to improve the intersection of Waratah Street & Princes Highway, Kirrawee.
Please provide your feedback by 15 January 2020.

Survey starts Finish

All fields marked with an asterisk (*) are required.

1. Name *

0/255

2. Home postcode *

0/255

3. Email address *

4. I know this intersection because... *

- I live locally
- I work locally
- I travel past
- Other

5. I have viewed the proposed design. My opinion on this design is: *

6. Please provide feedback

7. Some project elements require specific feedback. How much would you agree with the following proposals? *

	Definitely agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
Restricting the kerb side parking on the north side of Waratah Street, during AM peak periods only.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restricting right turn movements into and out of, the service road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The left turn slip lane on Waratah (free- flowing, but signalised for when pedestrians are crossing)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The left turn kerbside lane on Princes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dual right turn lanes on Waratah	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Overall, i think the project is...

0/255

9. I wish to subscribe to the mailing list and receive updates on the this project *

6.5 Website



Waratah and Princes Highway upgrades

[← All projects](#)

Waratah and Princes Highway intersection upgrade

The Australian and NSW Governments are jointly funding this \$8 million proposal as part of the Urban Congestion Fund.

Project information

Proposed intersection upgrade

The proposal includes widening the Princes Highway to provide a dedicated left turn lane from Princes Highway to Waratah Street. Its design also provides for a signalised left turn slip lane and dual right turn lanes from Waratah Street onto Princes Highway.

Relocating the existing pedestrian crossing from Princes Highway from south to north, and introducing a new pedestrian crossing across Waratah Street.

The proposal is restricting right turn movements into and out of the service road, by extending the median at Waratah Street.

We will also be constructing new shared paths, and undertaking utility relocation, tree removal and protection.

Up to 70 000 vehicles use the Princes Highway in Kirrawee. Our work will save people valuable time, especially in peak periods.

Work is expected to commence in 2022.

Have your say

6.6 Media

Home / Latest News

DECEMBER 13 2020 - 10:00AM

Have your say on upgrade of Waratah Street and Princes Highway intersection, Kirrawee

Latest News



□ The intersection of Waratah Street and Princes Highway, Kirrawee is to be upgraded.

Kirrawee residents and road users have been invited to have their say on proposed upgrades to the intersection of Waratah Street and Princes Highway.

Miranda MP Eleni Petinos said the proposed upgrades is expected to improve road access and safety, reduce congestion and delays, and provide faster and more reliable travel times for all road users.

"We are proposing to install a signalised left turn slip lane and dual right-turn lanes from Waratah Street on to the Princes Highway, as well as widen the Princes Highway to provide a dedicated left turn lane onto Waratah Street," Ms Petinos said.

"To boost pedestrian safety, we are proposing to relocate the existing pedestrian crossing on the Princes Highway from the southern to the northern end of the intersection, and introduce a new pedestrian crossing across Waratah Street, with shared path connections."

"The median on Waratah Street will also be extended as part of the proposal to restrict right turn movement to and from the service road and new shared paths will also be built."

The Australian and NSW Governments, who have invested \$8 million as part of the Urban Congestion Fund, are jointly funding these proposed upgrades.

The community are invited to provide feedback by close of business on Friday 15 January via nswroads.work/waratahprinces.

To find out more call 1800 943 033, email waratahprinces@transport.nsw.gov.au or mail Transport for NSW, PO Box 973, Parramatta NSW 2124.

LOCAL NEWS

- 1 Tech company's new \$74m digs
- 2 Council to say 'no' to car park demand
- 3 Cronulla line first with digital signalling
- 4 Three charged over alleged road rage incident
- 5 Concerns over Sydney Water wetlands plan for Kogarah Bay
- 6 Green light for Cronulla pub project

7 Have Your Say Consultation Data

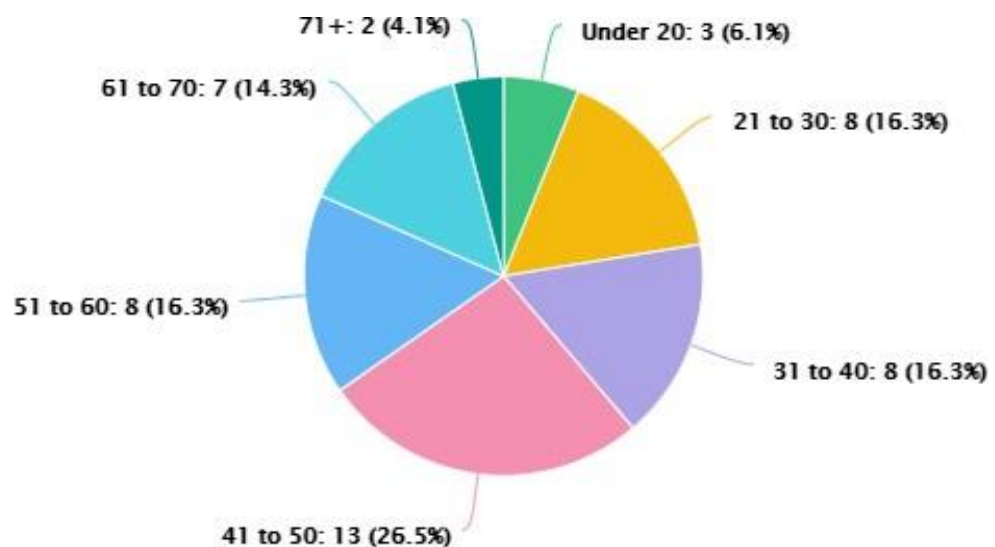
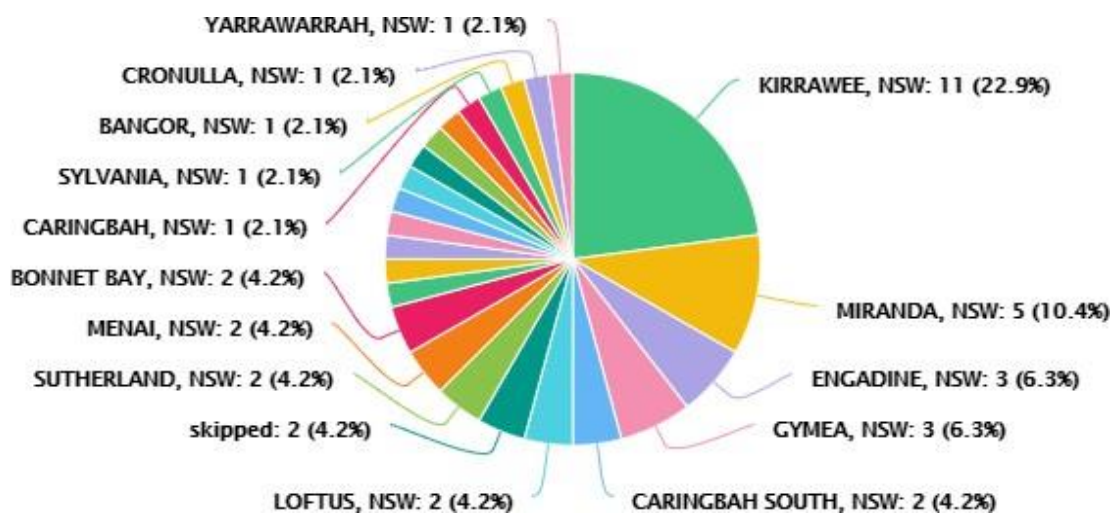
7.1 Have Your Say Feedback Analysis

A community notification was sent to residents that requested them to participate in a Have Your Say Survey.

49 responses were received in the Have Your Say survey.

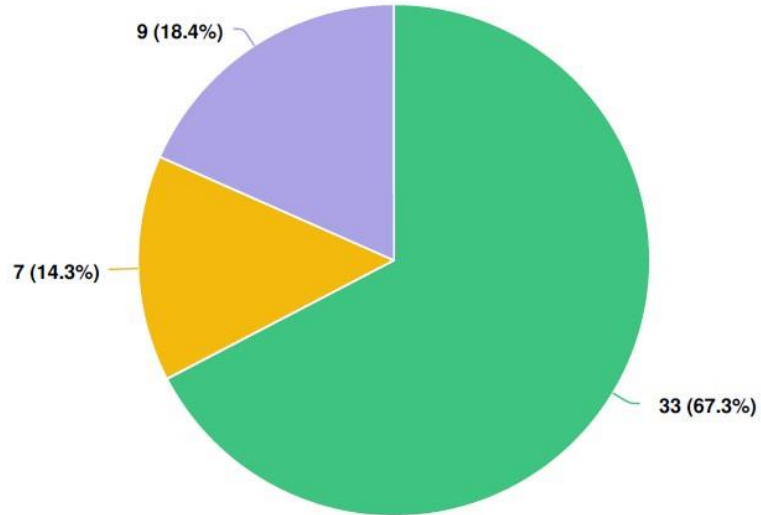
This indicated a number of clear responses, over a balanced range of ages, with the majority of respondents residing in Kirrawee and Miranda (33%) with the remainder from other suburbs around Sutherland.

7.2 Location & Age of respondents



7.3 Design Sentiment

I have viewed the proposed design. My opinion on this design is:



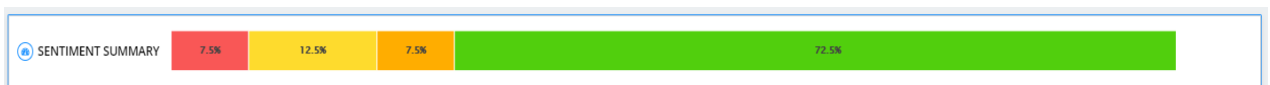
Question options

Supportive Unsupportive Neutral

Mandatory Question (49 response(s))

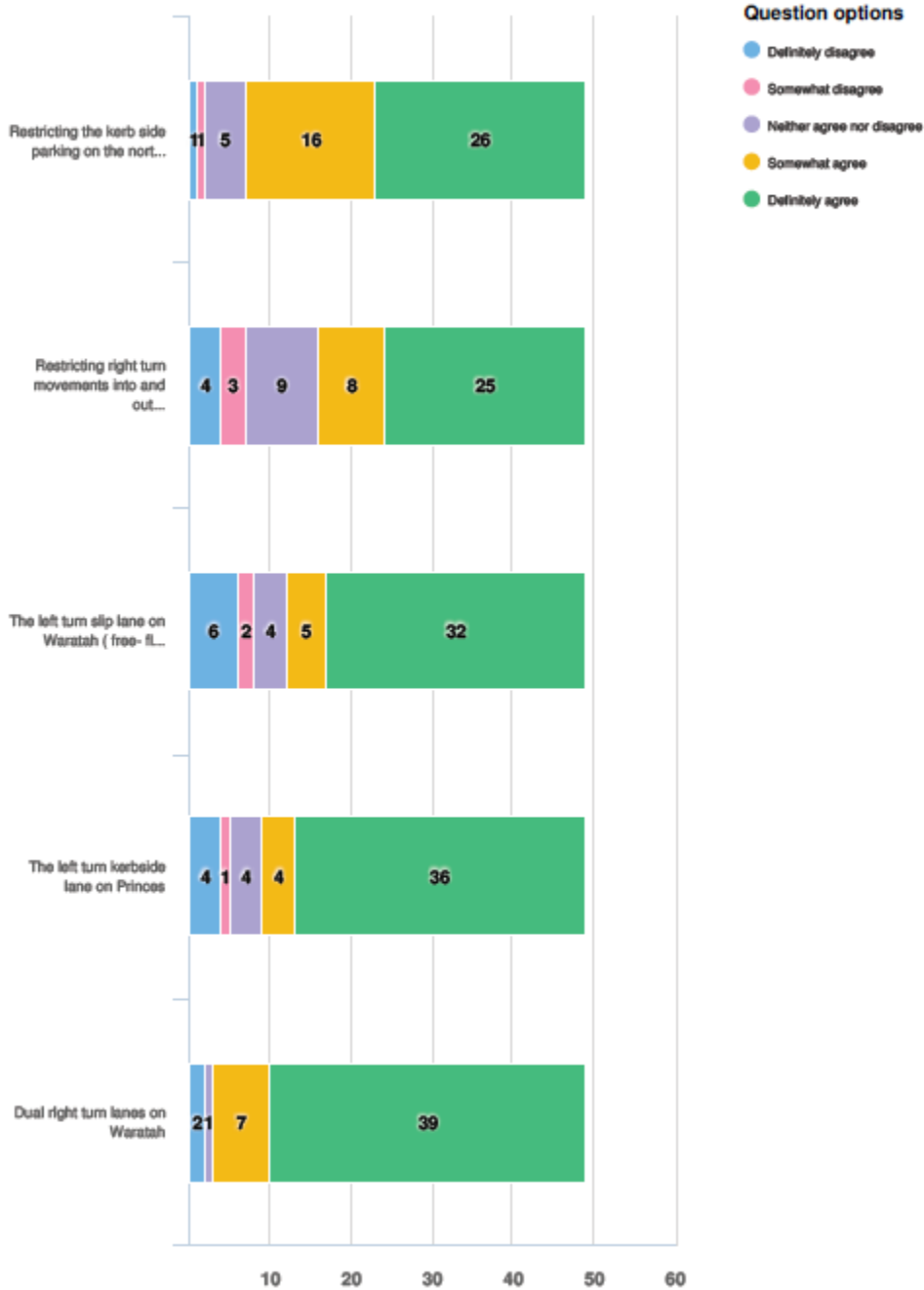
Question type: Dropdown Question

Sentiment text analysis reinforces this support. With 72.5% positive sentiment, 7.5% negative sentiment, with the remaining 20% mixed / unclear or neutral sentiment.



7.4 Design Elements Sentiment

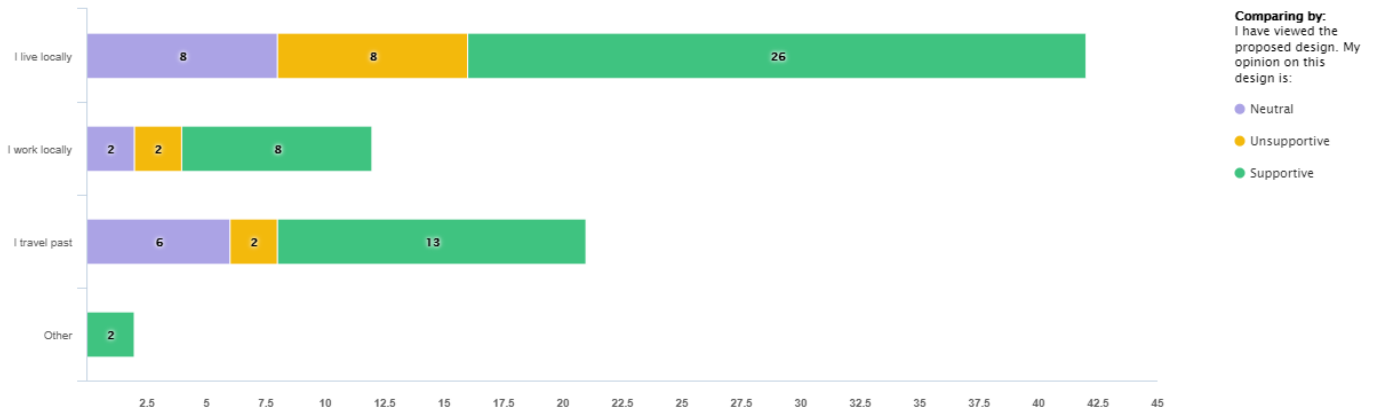
Some project elements require specific feedback. How much would you agree with the following proposals?



Mandatory Question (49 response(s))

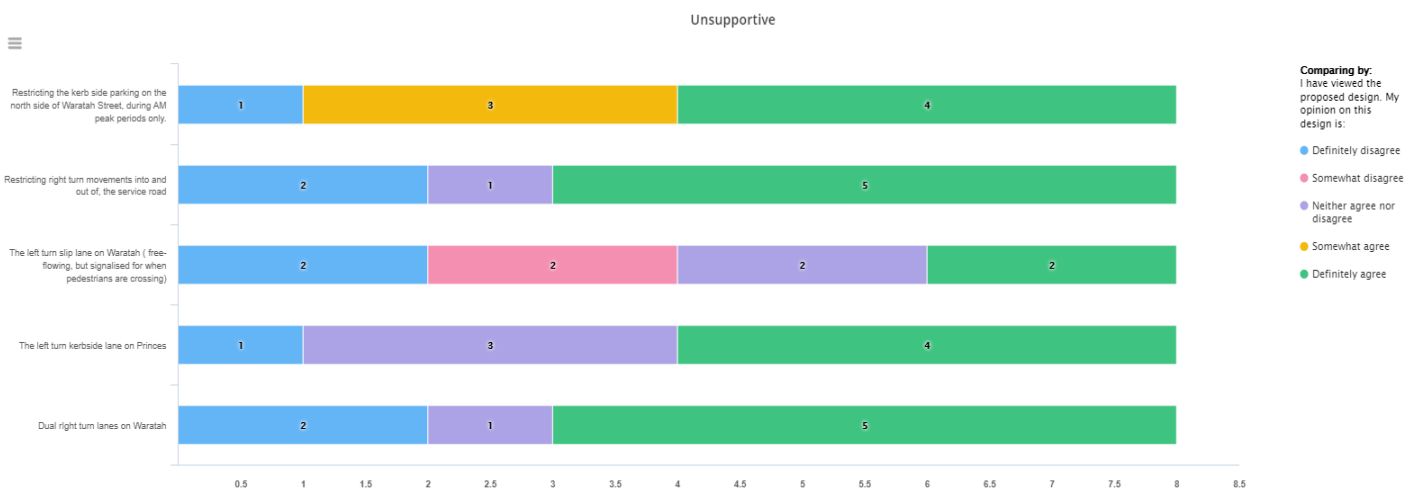
Question type: Likert Question

7.4.1 Design Element Sentiment – Left turn from Waratah



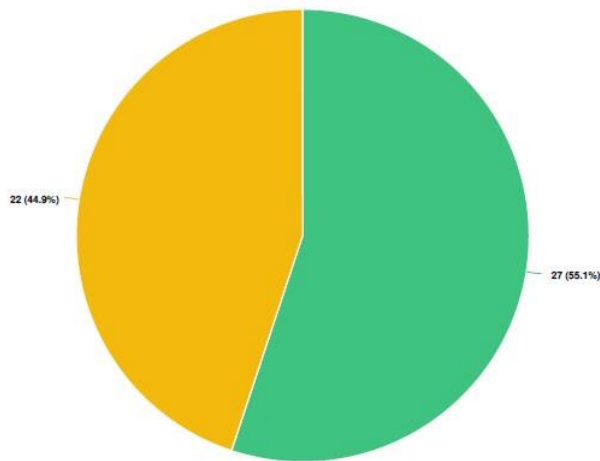
Although proportionally consistent through audiences, of note is the 8 unsupportive respondents who live locally. All 8 'unsupportive' respondents went on to request a larger footprint of work, in particular dual left turn lanes, or further work on Waratah Street.

This is extrapolated by analysis of the 'unsupportive' respondents (below), most are likely to disagree with the left turn slip lane on Waratah, and are somewhat in favour of parking changes, highlighting the importance for some local residents for additional focus on the Waratah exit.



7.5 Feedback Preferences

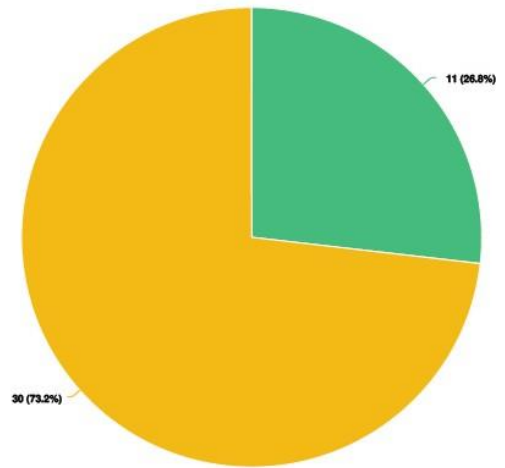
I wish to subscribe to the mailing list and receive updates on the this project



Question options
No Yes

Mandatory Question (49 response(s))
Question type: Dropdown Question

I would like to be contacted to discuss further, or to explain my feedback



Question options
No Yes

Optional question (41 response(s), 8 skipped)
Question type: Dropdown Question