

Princes Highway and Bates Drive, Kareela Intersection Upgrade

Community
Consultation Report

February 2023



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Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

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Version	1
Division	Greater Sydney

1. Executive Summary

This report provides a summary of Transport for NSW's (TfNSW) consultation with the community regarding the proposed intersection upgrade at Princes Highway and Bates Drive in Kareela.

The proposed upgrade aims to improve safety, accessibility and efficiency for all road users, particularly pedestrians and cyclists.

The proposal includes:

- Widen Bates Drive to accommodate a third right-turn lane onto Princes Highway southbound from Bates Drive
- Construct new kerb and adjust pedestrian refuge island to cater for reconfigured left-turn slip lane off Princes Highway northbound and onto Bates Drive
- Install a new signalised pedestrian crossing across Garnet Road
- Include bicycle lanterns at all pedestrian crossings within the intersection
- Re-delineate intersection, Princes Highway and Bates Drive
- Reconfigure and install traffic lights to accommodate changes in phasing and pedestrian movements.

Consultation

TfNSW invited feedback on the proposal from 21 November to 18 December 2022. During consultation we received 57 submissions. See page 9 for a summary of feedback received, and responses provided.

Key themes included:

- Suggestions to open through traffic between Garnet Road and Bates Drive
- Concerns with third right turn lane from Bates Drive onto Princes Highway
- Concerns over left turn slip lane and merge lane from Bates Drive onto Princes Highway
- Questions over need for signalised pedestrian crossing.

Next steps

We would like to thank the community and key stakeholders for providing feedback on the proposed improvements to the intersection of Princes Highway and Bates Drive, Kareela.

We have listened to the community's feedback and will use this information to refine the features of the proposed upgrade.

During the next phase of the project, we will produce a Minor Works Review of Environmental Factors (MWREF) and finalise the design.

We will continue to keep the community informed of the project progress.

2. Introduction

Background

Princes Highway acts as a north-south corridor linking the Great Western Highway at the northern end near Sydney CBD to southern suburbs such as Rockdale and Kogarah and continues to join King Georges Road in Blakehurst before arriving at Kareela.

The Princes Highway and Bates Drive intersection is in an urban area with a posted limit of 60km/h on Bates Drive and Garnet Road and 80km/h on Princes Highway. Princes Highway consists of three travel lanes in each direction divided by a concrete median with dual right turn lanes turning onto Bates Drives.

The intersection is a key source of congestion on Princes Highway with extensive delays and queues for the right turns from Bates Drive onto Princes Highway and from Princes Highway onto Bates Drive. TfNSW is proposing to upgrade the intersection of Princes Highway, Bates Drive and Garnet Road, Kareela, to ease congestion, and improve travel times and safety for all road users.

The intersection of Princes Highway and Bates Drive was identified as one of ten potential intersection upgrades across Greater Sydney with funding provided through the Urban Road Congestion Program (URCP). The UCRP focuses on highly congested points on the network where a traffic bottleneck exists which slows down the broader network.

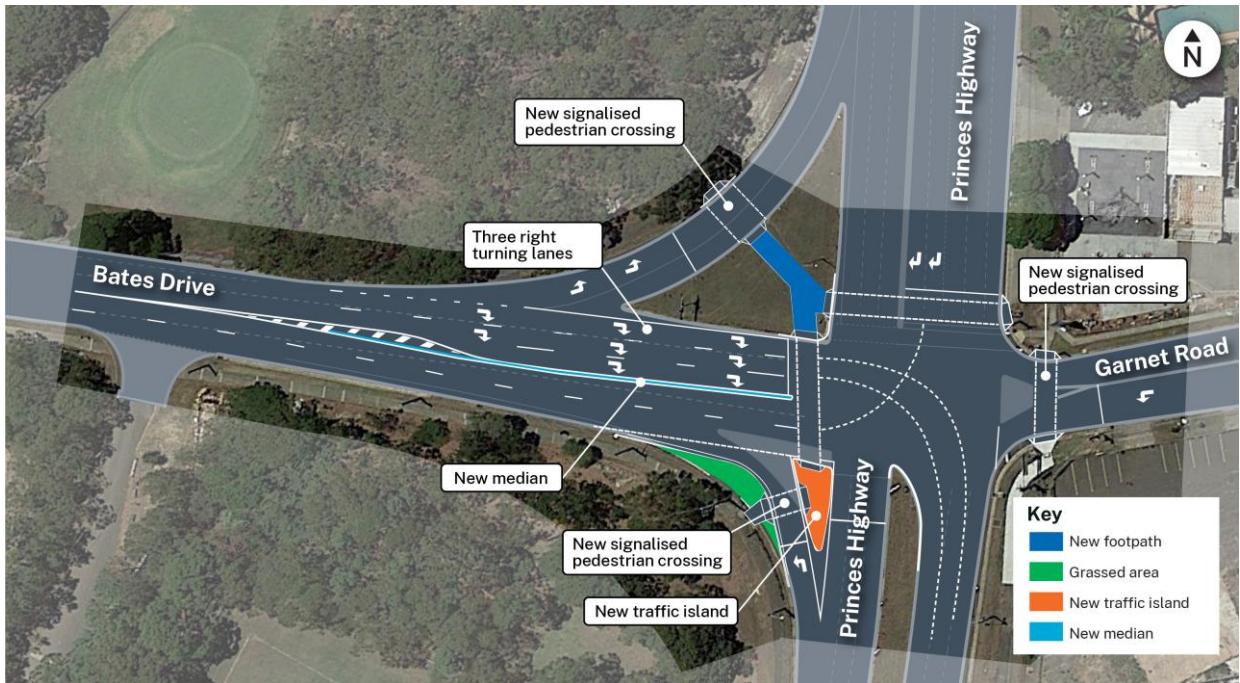
The objectives of the Princes Highway and Bates Drive Intersection Upgrade project are:

- Reduce delays and congestion on Bates Drive and improve overall intersection performance
- Reduce delays and queuing for the right turn traffic from Princes Highway northbound onto Bates Drive
- Improve road safety for all road users, particularly pedestrians and cyclists
- Improve freight efficiency.

Project overview

The preliminary concept design for upgrading the intersection of Princes Highway and Bates Drive, Kareela includes:

- Widen Bates Drive to accommodate a third right-turn lane onto Princes Highway southbound from Bates Drive
- Construct new kerb and adjust pedestrian refuge island to cater for reconfigured left-turn slip lane off Princes Highway northbound and onto Bates Drive
- Install a new signalised pedestrian crossing across Garnet Road
- Include bicycle lanterns at all pedestrian crossings within the intersection
- Re-delineate intersection, Princes Highway and Bates Drive
- Reconfigure and install traffic lights to accommodate changes in phasing and pedestrian movements.



3. Consultation approach

Consultation objectives

TfNSW engaged with the community and key stakeholders to inform them about the proposed upgrade and provide them with an opportunity to provide feedback for consideration as part of the decision-making process.

We consulted with the community and key stakeholders to:

- Seek comment, feedback, ideas and suggestions for us to consider when developing the proposal, including consultation outcomes into the environmental impact assessment known as Review of Environmental Factors (REF)
- Develop community and stakeholder understanding of the proposed upgrade of Princes Highway and Bates Drive intersection in Kareela, ensuring they are aware of the proposed benefits and possible impacts arising from the project
- Ensure community and stakeholder feedback and issues are considered in the decision-making process
- Build a database of interested and concerned community members and stakeholders for continued engagement as the project progresses.

How consultation was done

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

Our key consultation tools are listed below:

Tool	Method
Have Your Say community notification	<ul style="list-style-type: none">• A two-page community notification was distributed to 191 residents in Kareela, Gymea and Sylvania
Stakeholder emails	<ul style="list-style-type: none">• Emails were sent to Sutherland Shire Council, State Emergency Services, local police area command, schools, organisations, businesses and community groups in the local area who could potentially be affected by the upgrade
Website	<ul style="list-style-type: none">• TfNSW project webpage: https://nswroads.work/princesbates• NSW Government Have Your Say website: https://www.nsw.gov.au/have-your-say
Social media	<ul style="list-style-type: none">• Geo-targeted Facebook post ran from 24 November – 30 November 2022. It reached 13,680 people and had 1,420 link clicks with a click rate of 10.3%. Post had 22 reactions, 76 comments and 7 shares. See Appendix

4. Consultation summary / What we heard

Overview

TfNSW invited feedback on the proposal from 21 November until 18 December 2022. During the consultation we received 56 submissions.

Key themes included:

- Suggestions to open through traffic between Garnet Road and Bates Drive
- Concerns with third right turn lane from Bates Drive onto Princes Highway
- Concerns over left turn slip lane and merge lane from Bates Drive onto Princes Highway
- Questions over need for signalised pedestrian crossing.

Community Feedback and Transport for NSW responses

4.1 – Responses to Community Feedback

Theme/Category	Reference Number	Feedback	Response
Suggest creating a through lane from Garnet Road to Bates Drive	1	Include option to allow traffic travelling west from Garnet Road to cross the Princes Highway and continue west on Bates Drive.	The option to allow through movement from Garnet Road onto Bates Drive was investigated. Traffic modelling suggests any changes to Garnet Road will reduce green time for other movements, causing significant delays and increasing congestion at this intersection.
Suggest creating a through lane from Bates Drive to Garnet Road	1	Include option of a through lane travelling east from Bates Drive onto Garnet Road.	Option to allow access from Bates Drive to Garnet Road was investigated and consulted with Sutherland Shire Council. It was rejected on below grounds: <ul style="list-style-type: none"> concerns with potential ‘rat running’ and associated additional traffic that would be sent down existing local roads creating an additional phase for through traffic from Bates Drive to Garnet Road would negate the efficiency benefits gained by the current proposal and increase congestion at this intersection.
	2	Allow through lane from Bates Drive to Garnet Road.	
	7	Include option to go straight through from Bates Drive to Garnet Road.	
	9	There should be at least one lane open going into Garnet Road from Bates Drive.	
	10	Allow one lane of traffic to have the option to turn right or travel straight ahead at Bates Drive to enter Garnet Road.	
	12	The additional third right turn lane should a be straight arrow onto Garnet Road.	
	14	Consider allowing a straight over from one of the right-hand turning lanes onto Garnet Road.	

	16	Allow traffic in the left most right turn lane from Bates Drive to Princes Highway to proceed straight ahead into Garnet Road.
	17	At the lights, traffic should be permitted to access Garnet Road.
	18	To ease congestion point, consider allowing left lane at the light to be a straight across to Garnet Road.
	22	The far-left lane to be used to go straight through to Garnet Road.
	23	Request an option for one lane of traffic to enter Garnet Road direct from Bates Drive.
	24	Vehicles should be permitted to cross the Princes Highway from Bates Drive into Garnet Road.
	25	Why aren't we looking at an option to continue straight ahead into Garnet Road out of Box Road?
	26	There should be a single lane proceeding to Garnet Road only.
	27	Allowing one lane of Bates Drive to cross into Garnet Road would prevent congestion at intersection and keep traffic away from the always busy Princes Highway and The Boulevarde intersection.
	28	The solution is to open direct through to Garnet Road to relieve congestion.

	29	Suggest consideration be given to allow cars to potentially go down Garnet Road. There are 3 lanes turning right. The outside lane could have the option of going ahead.	
	34	The northernmost right turn lane out of Bates Drive should also enable traffic to enter Garnet Road.	
	35	The left-hand lane should also allow for continuing straight onto Garnet Road.	
	36	Open Garnet Road to through traffic from Bates Drive to ease the traffic flow on Box Road.	
	38	Allow one lane to travel directly across into Garnet Road.	
	40	There should be an option to go straight on in Garnet Road. Lots of traffic comes left out of Bates Drive into the Highway and has to navigate three lanes of fast traffic to turn right at Box Road.	
	43	One solution would be to allow through traffic onto Garnet Road.	
	45	Traffic heading east should have option of going straight ahead onto Garnet Road.	
	48	The more sensible option is to have traffic from Bates Drive be able to cross directly into Garnet Road which is a much wider road than Box Road.	
	51	There should be the option to proceed straight onto Garnet Road from Bates Drive.	

	52	Due to Garnet Road not being able to be accessed, residents are forced to merge across 3 lanes to access Box Road to travel east.	
	53	Can Garnet Road entrance which currently has a no entry sign and right turn only signs be opened to access as a safer option for people who wish to get to Box Road?	
	55	It would be preferable to reopen Garnet Road and if concerned about excessive traffic, make Sylvania Road a no right turn at the intersection of Garnet Road.	
Suggest creating a through lane in both directions for Bates Drive and Garnet Road	30	Opening up Garnet Road would dearly assist the congestion.	The option to allow through movement from Garnet Road onto Bates Drive was investigated. Traffic modelling suggests any changes to Garnet Road will reduce green time for other movements, causing significant delays and increasing congestion at this intersection.
	32	Open up connection between Garnet Road and Bates Drive (1 lane each way). Garnet Road is terribly underused and would remove part of the traffic heading toward Miranda and Caringbah via the main arteries.	
	33	We need a “straight ahead” option from Bates Drive to Garnet Road in both directions.	
	37	Open Garnet Road! Can’t you see how this would ease the traffic flow in three directions.	
Against opening Garnet Road to through traffic	46	Please leave the intersection at Garnet Road the way it is.	The option to allow through movement from Garnet Road onto Bates Drive was investigated. Traffic modelling suggests any changes to Garnet Road will reduce green time for other movements, causing significant delays and increasing congestion at this intersection.

Concerns a third right turn lane from Bates Drive onto Princes Highway southbound will hinder flow of traffic turning left from Bates Drive onto Princes Highway	3	Additional right turn lane will limit access for people wanting to use the left turn lane onto Princes Highway.	Our traffic modelling suggests that the addition of a third right turn lane from Bates Drive to Princes Highway will clear traffic through the intersection quickly, helping vehicles to enter the left turn slip lane from Bates Drive onto Princes Highway more easily.
	18	Third right turn lane will not assist traffic flow, instead cause further backups in the left lane of Bates Drive.	
Concerns a third right turn lane from Bates Drive onto Princes Highway southbound will cause a bottleneck for traffic intending to turn left from Princes Highway onto The Boulevard	11	Addition of a third lane turning right into Princes Highway southbound is not necessary. This will only add more cars attempting to merge to the left lane heading down The Boulevard.	Our traffic modelling indicates that the addition of a third right turn lane from Bates Drive onto Princes Highway will improve performance by clearing traffic quickly through the intersection. There is sufficient distance (approx. 500m) to change lanes on Princes Highway before turning left into The Boulevard. Future Princes Highway projects may consider upgrading the intersection at Princes Highway and The Boulevard.
	13	Third right lane seems unnecessary given the main congestion is still with Boulevard turnoff. Often in peak times, traffic struggles to join Princes Highway at full rate due to upstream congestion.	
	20	With three lanes turning right, there is already a strong tendency for vehicles to queue preferentially in the leftmost of the current two lanes.	
	22	Three lanes turning right would create chaos as some people then cross over to turn left into The Boulevard.	
	43	Third additional lane would mean more vehicles attempting to merge across to head East along The Boulevard. An extra right hand turn lane won't fix this.	
	45	Lights at the top of The Boulevard and Princes Highway need to be synced with lights at Bates Drive.	

		Traffic heading west down Bates Drive also backs up unnecessarily due to panic lane merging.	
	54	Additional right turn lane will not encourage any of those vehicles in the left to use the new lane.	
Slip lane on Bates Drive turning left onto Princes Highway northbound appears to be shorter/ should be longer	15	It appears that the slip lane is shorter than the current slip lane design and this could result in vehicles queuing across the pedestrian crossing.	The length of the left turn slip lane from Bates Drive to Princes Highway remains unchanged from the current configuration. Our traffic modelling indicates that the addition of a third right turn lane will clear traffic quickly, helping vehicles to enter the left turn slip lane from Bates Drive onto Princes Highway more easily.
	20	Slip lane left turning north from Bates Drive is insufficiently long and thus gets blocked with cars queued to turn right onto Princes Highway.	
	31	The reason we get congested here is because people can't get past the left lane of banked up traffic to be able to turn left.	Extending the length of the left turn slip lane would require property acquisition. Extension of left turn lane from Bates Drive onto Princes Highway is outside the scope of this project.
	43	Cars turning left onto Princes Highway also frequently stop and block traffic in the slip lane until they can get across to right at Box Road. The slip lane is also not very long.	
Merge lane onto Princes Highway northbound from Bates Drive appears to be shorter/ should be longer	7	Shortened left merging lane would be difficult and dangerous. May also create congestion of cars turning onto both The Boulevard and Box Road.	The proposed design does not impact the length of the left turn merge lane from Bates Drive onto Princes Highway North. The existing merge lane complies with Austroads Standards. Increasing the length of the merge lane would create weaving issues for traffic turning right from Princes Highway to Box Road.
	10	To shorten existing merge lane onto Princes Highway will cause vehicles to come to a complete stop to wait for a break in traffic to eventually cross three lanes northbound on Princes Highway to turn right at Box Road.	

	12	Motorists merging onto Princes Highway North Bound from Bates Drive, need a long merge lane to gather enough speed to safely match the speed of oncoming traffic on Princes Highway.	
	16	Left turn merge from Bates Drive to Princes Highway, followed by a quick three lane transition to the right turning lane is hazardous and often not possible.	
	26	The merge lane from Bates Drive onto Princes Highway northbound, appears to be shortened.	
	45	Merge lanes heading north from Bates Drive need to be extended.	
	50	The primary concern is the merge when turning left from Bates Drive onto the Princes Highway (heading North). This is dangerous being a short merge lane and a higher speed road. This should be its own lane or, at the very least, a longer distance to merge.	
Concerns about safety of merging onto Princes Highway northbound traffic when entering from Bates Drive, including for traffic then turning right into Box Road	16	Merging from Bates drive to the Princes Highway (Northbound), followed by a very quick 3 lane transition to get to the right hand turning lane, from Princes Highway into Box Road (Eastbound) can be quite hazardous and is often not possible.	The design scope of the project is for improvement at the intersection of Princes Highway and Bates Drive. We have investigated left turn merge length from Bates Drive onto Princes Highway and found complying to Austroads Standards.
	17	Make use of northern exit lane for a “holding bay” to enable vehicles (turning at Box Road) to await a suitable safe access to Princes Highway.	The lane weaving between intersections at Bates Drive and Box Road is an existing issue and outside the scope of this project. TfNSW may consider to further investigate as a separate project.
	19	Improve left turning from Bates Drive onto Princes Highway heading north. It's difficult	

		and dangerous for traffic merging from Bates Drive to turn right onto Box Road.	
	22	Allow lights to put a green arrow in to turn left onto Princes Highway to make it safer for cars to turn left onto the Princes Highway.	
	47	Turning left from Bates Drive onto Princes Highway (heading to Sylvania) is a major problem as it can be very hard to join the flow of traffic as the left turn lane can be full of cars wanting to do the same and to cross three lanes to turn right onto Box Road.	
	53	Apart from congestion turning right from Bates Drive onto Princes Highway towards south, the main issue experienced is merging from the left turn lane onto Princes Highway towards north. Merging is often difficult and dangerous.	
	55	Traffic on Princes Highway does not give way to merging traffic entering from the slip lane to cross lanes to turn right into Box Road.	
Suggest replacing left turn slip lane from Bates Drive onto Princes Highway northbound with a left turn at the intersection	17	A fourth traffic lane to be added to permit vehicles to turn left at the lights when green.	Adding a left turn from Bates Drive onto Princes Highway at the intersection traffic lights would increase the amount of traffic entering the intersection, causing greater congestion and reducing intersection efficiency.
	52	It would seem more appropriate to reconfigure the lights/road to allow a left turn lane whilst north bound traffic is stopped and remove the merging lane.	
	55	The best solution is to create two 'left turn only' lanes from Bates Drive onto the highway effectively closing the present left slip lane.	

Suggest lengthening the lanes on Princes Highway turning right onto Bates Drive westbound	21	Consider making two right turn lanes longer to accommodate more turning traffic so as not to block Highway through traffic.	<p>Under the proposal, the green light time will be extended for traffic turning right from Princes Highway onto Bates Drive westbound, resulting in reduced congestion for turning traffic.</p> <p>Extending right turning lanes from Princes Highway into Bates Drive would require property acquisition and significant utility relocation.</p>
	31	There is not enough room on the two side lanes waiting – turning right onto Bates Drive from Princes Highway.	
	35	The right-hand [sic] turn for those traveling north bound on the Princes Highway onto Bates Drive needs to have a long exit slip lane.	
	38	Extend the right-hand turn lanes from Princes Highway (travelling south) into Bates Drive.	
Suggest lengthening slip lane on Princes Highway turning left onto Bates Drive westbound	20	Proposed left turn slip lane from the Princes Highway heading north [sic] into Bates Drive is insufficiently long.	<p>The proposed changes include a high entry angle left turn slip lane, which increases safety for all road users.</p> <p>Extension of left turning slip lane would require property acquisition and significant utility relocation which is outside the project scope.</p>
	21	Consider making a long slip lane for cars turning left onto Bates Drive from Princes Highway.	
Suggest lengthening merge lane onto Bates Drive westbound turning left from Princes Highway	42	Please consider widening the merger lane for vehicles turning left onto Bates Drive. The merge lane needs to be longer so that traffic flows better.	<p>The proposed changes include a high entry angle left turn slip lane, which increases safety for all road users.</p>
	52	Lack of safe merging onto Bates Drive is diabolical and must be addressed. Merging traffic is constantly forced to wait in the merging lane for the lights to change to allow access.	
	7	Pedestrian crossing seems unnecessary as there's only cars turning left from Garnet	Signalised crossings provide safety for pedestrians and cyclists. The signalised

Against signalised pedestrian crossings at intersection	Road onto Highway and left from Princes Highway onto Garnet Road. Cars turning left from Princes Highway presumably won't have a left green arrow so will be turning straight into a crossing where pedestrians are green lighted giving them a false sense of security.	crossings at the Bates Drive and Princes Highway intersection will only be activated when required by pedestrians and cyclists. When there is no pedestrian or cyclist present, the Bates Drive left turn slip lane will operate as a give way left turning lane.
10	Pedestrian crossings across Bates Drive are rarely used. Due to lack of pedestrian traffic across Bates Drive via the western footpath of Princes Highway, the relocation and traffic light controlling these two one-lane crossings would firstly not justify the expense and secondly the bringing of traffic to a complete timed stop is unneeded.	There will be red left arrow for left turn traffic from Princes Highway to Garnet Road when the crossing is in operation on Garnet Road.
12	Existing crossing is rarely used and will cause delays for motorists turning left from Princes Highway onto Bates Drive, causing more congestion on Princes Highway.	
13	New crossing for left turners at intersection, would add queueing for left turners.	
15	Will the traffic signal design phasing with no pedestrian demand permit a vehicle to proceed over the pedestrian crossing and join the slip lane, where a road vehicle driver will then need to give way to any opposing right turning traffic from Princes Highway (Southbound) onto Bates Drive (westbound)?	
26	Traffic would be further impeded with a signalised pedestrian crossing.	
31	The pedestrian crossing on the left-hand turn onto Princes Highway will cause	

		congestion and looks over the top for only a small number of pedestrians.	
	35	New signalised pedestrian crossing on north side of Bates Drive should be moved as far north as possible.	
	38	New signalised pedestrian crossings on Bates Drives are not necessary. They are rarely used, and the traffic control light will further delay the traffic.	
	40	There is no need for a new signalised pedestrian crossing to the golf course. No one uses it. Pointless.	
	49	The installation of pedestrian crossing at the top of Garnet Road seems unnecessary.	
	52	The pedestrian crossings will only cause further issues for merging traffic and potentially accidents/injuries/fatalities.	
	53	There is very minimal pedestrian activity across this intersection. Having to wait for pedestrians to cross the road, would not assist with easing the congestion.	
	54	3-aspect vehicle signal display at the left turn slip from Princes Hwy to Bates Drive will eliminate any benefit. Alternatively, a 2-aspect red/yellow control display to be considered only when there is a cycle/pedestrian demand.	
	55	I have never seen a pedestrian on this corner which borders Kareela golf course. It will cause a build-up of traffic wanting to turn left.	

Support for signalised pedestrian crossings	16	Proposed signalised pedestrian crossing on Garnet Road would ensure this option is safe for pedestrians, when compared with the current zebra crossing.	Thank you for your feedback.
	18	Signalised pedestrian crossings are absolutely needed for safety and very welcome.	
	54	The signalling of that movement and provision of the signalised crossing over Garnet Road would be an improvement to safety at the intersection.	
Question the need for the intersection upgrade	41	Having travelled the route every day for the last 40 years along Bates Drive to the Princess Highway, I have rarely seen 'congestion turning right onto the Princess Highway', if anything any 'congestion' ,which only occurs at peak hour, is turning left onto the highway heading into the City. I vigorously oppose this proposal.	Our traffic modelling indicates that the addition of a third right turn lane from Bates Drive onto Princes Highway will improve performance by clearing traffic quickly through the intersection.
Construction timeline	44	Please ensure the intersection can be upgraded as quickly as possible and to minimise disruption.	TfNSW will share our construction timeline as the project progresses and will aim to minimise disruption for residents and road users.

4.2 – Responses to Community Feedback – Out of Project Scope

Theme/Category	Reference Number	Feedback	Response
Outside the scope of this project	6	Make the northern most entry to the hockey grounds carpark an enter only and all others an exit only.	Thank you for your feedback. Your feedback is outside the scope for this project. However, we will refer your comment to the relevant authority.
	14	A longer filter lane from Princes Highway to Box Road should be considered by TfNSW.	
	38	Funding could be more appropriately directed to other upgrades and improvements such as: Directing it instead to the right and left hand turns from Waratah Street onto the Princes Highway. Extend the right-hand turn lane from Princes Highway (travelling north) into Box Road. The roundabout at Carvers Road and Georges River Road.	

Direct engagement

NSW SES Menai

TfNSW contacted the local SES to offer them with opportunity to provide feedback.

Key feedback:

- consider the impact of flooding on the infrastructure, including impacts from flash flooding
- pursue site design and stormwater management that minimises any risk to the community
- ensure workers and people using the site during and after the upgrades are aware of the flood risk, for example by using signage
- provide NSW SES with notification of any significant delays in the operation of the roads during the construction phase.

TfNSW will consider NSW SES Menai's feedback as we refine the project design and continue to engage with them throughout the project.

NSW Sutherland Shire Police Area Command

TfNSW contacted the Sutherland Shire Police Area Command to police to offer them with opportunity to provide feedback.

Key feedback:

- Request that provision for emergency vehicles access be maintained as much as possible during the upgrade.
- If emergency access cannot be maintained, TfNSW or the contractor is to notify police in advance.

TfNSW will consider NSW Sutherland Shire PAC's feedback as we refine the project design and continue to engage with them throughout the project.

5. Next steps

We would like to thank the community and key stakeholders for providing feedback on the proposed improvements to the intersection of Princes Highway and Bates Drive, Kareela.

We have listened to the community's feedback and will use this information to refine the features of the proposed upgrade.

During the next phase of the project, we will produce a Minor Works Review of Environmental Factors (MWREF) and finalise the design.

We will continue to keep the community informed of the project progress.

6. Appendix

'Have Your Say' Community Notification


21 November 2022

Have Your Say – Princes Highway and Bates Drive Intersection Upgrade, Kareela

The NSW Government is funding proposed improvements to the intersection of Princes Highway and Bates Drive, Kareela as a part of the \$450 million Urban Roads Congestion Program.

The upgrade will reduce congestion and deliver safer and more reliable journeys for those travelling on one of Sydney's busiest corridors.

The Proposal

- Widen Bates Drive to accommodate a third right-turn lane onto Princes Highway southbound from Bates Drive
- Construct new kerb and adjust pedestrian refuge island to cater for reconfigured left-turn slip lane off Princes Highway northbound and onto Bates Drive
- Construct a new median leading up to the intersection along Bates Drive
- Install a new signalised pedestrian crossing across Garnet Road
- Include bicycle lanterns at all pedestrian crossings within the intersection

The Benefits

- Re-delineate intersection, Princes Highway and Bates Drive
- Reconfigure and install traffic lights to accommodate changes in phasing and pedestrian movements.
- Reduce the delays on Bates Drive and improve overall intersection performance
- Reduce delays and queuing for the right turn traffic from Princes Highway northbound onto Bates Drive
- Improve road safety for all road users, particularly pedestrians and cyclists
- Improve freight efficiency.

We Want Your Feedback

We encourage you to send us your feedback on the proposed intersection upgrade by 18 December 2022 via email to projects@transport.nsw.gov.au or phone 1800 684 490.

We will carefully consider your feedback and continue to keep you updated as the project progresses.

Proposed upgrade to intersection of Princes Highway and Bates Drive, Kareela



Contact us

If you have any comments, questions, or would like more information on the Bates Drive & Princes Highway, Kareela Intersection project, please contact our project team:

1800 684 490
projects@transport.nsw.gov.au
nswroads.work/princesbates

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 684 490

November 2022
Princes' 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 of this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise we will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by us at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

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Princes Highway and Bates Drive intersection upgrade

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Princes Highway and Bates Drive intersection upgrade

The NSW Government is funding proposed improvements to the intersection of Princes Highway and Bates Drive, Kareela as part of the \$450 million Urban Roads Congestion Program.

The proposed intersection upgrade will improve efficiency and deliver a safer and more reliable journeys for those travelling on one of Sydney's busiest corridors.

Latest news

NOV 2022

Have your say on intersection design
Transport for NSW (TfNSW) are inviting the community to provide feedback on the proposed intersection design. We welcome your comments until 11:59pm on Sunday 18 December 2022 by email projects@transport.nsw.gov.au or call 1800 684 490.
[More information ▾](#)

Princes Highway and Bates Drive intersection upgrade

[◀ All projects](#)

Project Information

Proposed intersection upgrade

The intersection of Princes Highway and Bates Drive at Kareela has been identified as a point of congestion in the Sydney road network.

The proposed intersection upgrade will:

- Widen Bates Drive to accommodate a third right-turn lane onto Princes Highway southbound from Bates Drive
- Construct new kerb and adjust pedestrian refuge island to cater for reconfigured left-turn slip lane off Princes Highway northbound and onto Bates Drive
- Construct a new median leading up to the intersection along Bates Drive
- Install a new signalised pedestrian crossing across Garnet Road
- Include bicycle lanterns at all pedestrian crossings within the intersection
- Re-delineate intersection, Princes Highway and Bates Drive
- Reconfigure and install traffic lights to accommodate changes in phasing and pedestrian movements.



Proposed upgrade to intersection of Princes Highway and Bates Drive, Kareela

< All projects

Next Steps

Project documents

Some documents on this page may not comply with accessibility requirements (WCAG). If you are having trouble accessing information in these documents, please [contact us](#).

Project notifications

[Hide files](#)

File	Title	Size
	November 2022 Have Your Say notification Have your say – Intersection upgrade for Princes Highway and Bates Drive, Kareela.	406Kb

Contact us

Phone: 1800 684 490

Email: projects@transport.nsw.gov.au

Post: Princes Highway & Bates Drive Kareela Project Team, Transport for NSW, PO Box 973
Parramatta, NSW, 2124

NSW Government 'Have Your Say' Website

Skip to content



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Kareela intersection upgrades

Transport for NSW is seeking feedback on the proposed design for intersection upgrades at Princes Highway and Bates Drive, Kareela.



Consultation period
From: 21 November 2022
To: 18 December 2022
[See consultation methods](#)

More information
Email: [Project team](#) 
Phone: 1800 684 490
[Agency Website](#) 
[Consultation Website](#) 

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The intersection of Princes Highway, Bates Drive and Garnet Road in Kareela.

What's this about?

The NSW Government is funding improvements to the intersection of Princes Highway and Bates Drive, Kareela as part of the \$450 million Urban Roads Congestion Program.

The proposed intersection upgrade will improve efficiency and deliver safer, more reliable journeys for those travelling on one of Sydney's busiest corridors.

Have your say

There are 2 ways you can provide your feedback.

Have your say by Sunday 18 December 2022.

Email 

Phone 



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Policy
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Kareela intersection upgrades
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