

Transport  
for NSW

# Proposed roundabout concept design on the Oxley Highway and King Creek Road intersection at Wauchope

Community Consultation Report

December 2023

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# Executive summary

In May 2021, the NSW Government announced \$1.6 million of funding for safety works at the Oxley Highway and King Creek Road intersection, as part of the Oxley Highway Route Safety Review and the Oxley Highway corridor strategy.

In November 2021, Transport for NSW (Transport) consulted the community on the proposed short and medium-term options to improve safety and efficiency at the Oxley Highway and King Creek Road intersection.

In September 2022, in response to community's feedback, Transport committed to investigating the design of a roundabout and eastbound slip lane.

In November 2022, short term improvements were made to the intersection including refreshing line marking and installing solar powered vehicle activated signs and radar posts to alert highway motorists to slow down when there are vehicles moving within the King Creek Road.

In July 2023, Transport consulted the community on the proposed roundabout and eastbound slip lane concept design.

The feedback period closed on 31 July 2023, with a total of 156 responses received. This consultation summary report provides an overview of the feedback received on the proposed roundabout and eastbound slip lane at the King Creek Road and Oxley Highway intersection. The feedback presented in this report will be considered to help us finalise our plans for the intersection.

## Consultation summary

During the consultation, Transport used a range of consultation tools and activities to inform and provide opportunities for the community and stakeholders to engage with the proposal, including a Have your say community update, online survey and a social media campaign.

156 responses were received, of which about two thirds indicated support for the proposed intersection treatment of a roundabout and eastbound slip lane

Key matters raised included:

- mixed sentiment about the different components of the proposed concept design
- considerations on future growth in the area
- continuing concerns on the obscured sightline for vehicles wanting to turn out of King Creek Road.

A detailed summary of the matters raised and responses can be found in Table 1 of this document.

## The decision

Transport would like to thank everyone who provided feedback.

After carefully considering the feedback received, Transport will be moving forward with the detailed development of the roundabout and eastbound slip lane. This involves progressing the environmental assessment, utility designs, detailed road design, and detailed construction cost estimation. Transport will continue to seek funding for the implementation of this option.

# Introduction

## Background

In May 2021, the NSW Government announced \$1.6 million funding for safety works at the Oxley Highway and King Creek Road intersection, as part of the Oxley Highway Route Safety Review and the Oxley Highway corridor strategy. The strategy sets out the NSW Government's 20-year plan to manage and guide the development of the road corridor to improve safety, traffic efficiency and sustainability.

Between 2014 and 2020 there were six crashes at the intersection of the Oxley Highway and King Creek Road. These crashes included two serious injury crashes, three moderate injury crashes and one non casualty crash.

In November 2021, Transport consulted the community on the proposed short and medium-term options to improve the safety and efficiency at the Oxley Highway and King Creek Road intersection.

In September 2022, in response to community's feedback, Transport committed to investigating the design of a roundabout and eastbound slip lane.

In November 2022, short term improvements were made to the intersection including refreshing line marking and installing solar powered vehicle activated signs and radar posts to alert highway motorists to slow down when vehicles are moving within the King Creek Road intersection.

Since this time, Transport has been developing the concept design of the roundabout to improve safety and traffic efficiency at the intersection.

Upcoming work will include development of the detailed design and preparation of the environmental assessment for the roundabout and eastbound slip lane.

## The proposal

In July 2023, Transport proposed options at King Creek Road intersection, including:

- building a roundabout and eastbound slip lane at the intersection
- reducing speed limit to 60km/h on Oxley Highway.

The proposed option has been developed in consideration of:

- road safety: reducing the likelihood and severity of crashes
- environment: reducing environmental impacts and adverse impacts to the wider community
- traffic efficiency: maintain overall network efficiency, including minimising delays to highway traffic while improving traffic flows in and out of King Creek Road
- constructability: reducing impacts to normal operations during construction, complexity of the build
- cost: funding, cost comparison, utility disturbance and whole of life costs.

A map of the proposed concept design is shown in Figure 1.

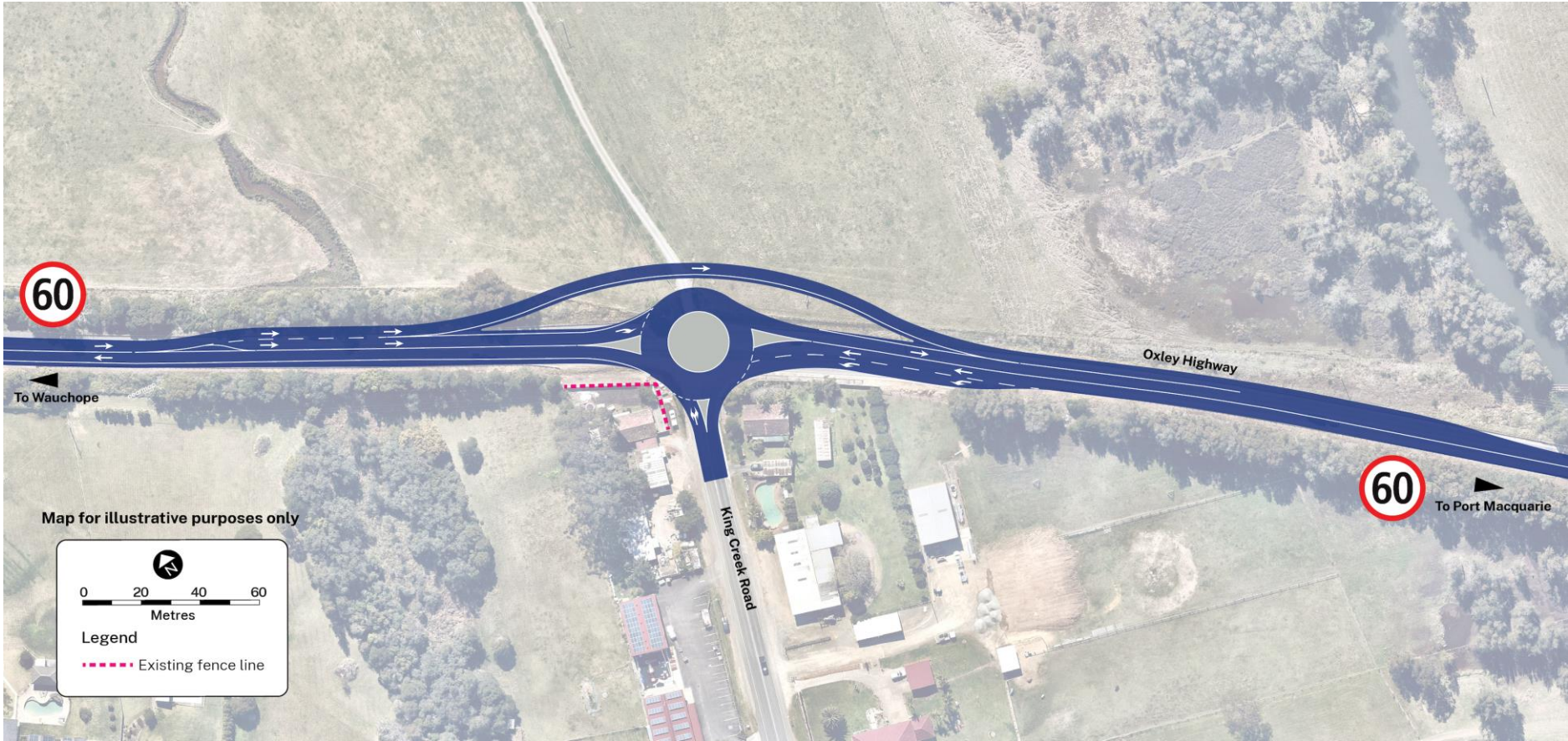


Figure 1: Proposed concept design at the Oxley Highway and King Creek Road intersection, July 2023



# Consultation approach

## Consultation objectives

The aim of the consultation, carried out from 7 July to 31 July 2023, was to seek feedback on the proposed roundabout and eastbound slip lane concept design. The objectives of the consultation were to:

- ensure strong and targeted consultation with local and directly affected stakeholders to maximise the potential for feedback
- seek comment, feedback, ideas and suggestions for consideration
- use engagement methods to establish and support effective feedback from the local community and stakeholders throughout the project's development and delivery.

## Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus** – We place the customer at the centre of everything we do
- **Collaboration** – We value each other and create better outcomes by working together
- **Solutions** – We deliver sustainable and innovative solutions to NSW's transport needs
- **Integrity** – We take responsibility and communicate openly
- **Safety** – We prioritise safety for our people and our customers.

## How consultation was done

We used a range of consultation tools and activities to inform and provide opportunities for the community and stakeholders to engage with the proposal, including:

- Distributing 4,625 have your say community updates to residents and businesses in the King Creek and Wauchope areas (Appendices A and B)
- Providing an online survey (Appendix C) on the project webpage for the community to give feedback, 146 customers provided feedback through the survey
- implementing a social media campaign via the Transport for NSW (Appendix D) with a reach of more than 19,952, including 1,509 clicks, 98 reactions, 37 shares and 209 users comments.
- directly consulting or meeting with stakeholders and community groups
- distributing a media release for radio, online and newspaper outlets with a call to action for people to have their say
- providing a dedicated webpage with project information (Appendix E)
- providing a project email address and contact number.

# Consultation summary

## Overview

Have your say on the proposed short and medium-term options closed on Monday 31 July 2023. Overall, we received 156 submissions:

- email (9)
- online survey (146)
- letters (1)

The key matters raised included:

- traffic congestion
- safety using the proposed roundabout
- considerations on future growth in the area
- reducing speed limits.

## Online survey results

During the Have your say period, an online survey was displayed on the project webpage for the community to give feedback. 146 customers provided feedback from the survey, from these responses:

- 58 per cent answered that they were satisfied with the proposed roundabout design
- 69 per cent answered that they were satisfied with the proposed east bound slip lane
- 54 per cent answered that they were satisfied with the proposed 60km/h speed limit
- 61 per cent agreed that the roundabout will address safety concerns at the intersection
- 62 per cent agreed that the roundabout will improve efficiency for vehicles exiting King Creek Road
- 73 per cent did not provide feedback during the 2021 Have your say
- 60 per cent agreed that the proposed design addresses key concerns raised by the community about the Oxley Highway and King Creek Road intersection.

A copy of the survey results can be seen in Appendix E.

## Feedback submissions

Transport has summarised the feedback received and provided responses in Table 1.

All feedback has been considered to help Transport make decisions about the scope and delivery of the project.

Table 1 shows the full range of feedback received. This feedback is not repeated, for example, although a majority of people said they want a roundabout, this is listed just once as an issue category.

Matters raised that are out of scope of this project will be forwarded to the relevant agencies, as required.

## Table 1: Feedback and Transports response

Matters raised	Number of comments	Transport response
<b>Community Consultation (4 comments)</b>		
<ul style="list-style-type: none"> <li>The community is calling for signalisation. Why has no alternate option or analysis put forward to public for consultation or their preferred option?</li> </ul>	1 comment	In May 2020, Transport representatives met with the King Creek Road residents and presented the development of short, medium, and long-term options to improve the Oxley Highway and King Creek Road intersection.
<ul style="list-style-type: none"> <li>At the meeting of residents held at the RSL it was very clear that most of us did not like the plan put to us.</li> </ul>	1 comment	<p>In the meeting, Transport representatives informed the community that the longer-term options such as roundabout or traffic lights would require additional funding.</p> <p>In November 2021, Transport consulted the community on the proposed short and medium-term options to improve the safety and efficiency at the Oxley Highway and King Creek Road intersection.</p> <p>In September 2022, in response to community's feedback, Transport committed to investigating the design of a roundabout and eastbound slip lane.</p> <p>Other options were considered by Transport. Early investigations and traffic modelling indicated that signalising the intersection would cause traffic efficiency issues for the Oxley Highway traffic. Existing east and west bound traffic lanes on the Oxley Highway would experience major delays. The</p>



<ul style="list-style-type: none"> <li>When residents were surveyed the largest percentage by far requested traffic lights as the fair and safe solution as it is the drivers exiting king creek road who are most impacted and disadvantaged on a repetitive daily basis.</li> </ul>	<p>1 comment</p>	<p>proposed roundabout and eastbound slip lane at the King Creek Road and Oxley Highway intersection, is the preferred option considering factors such as reducing the likelihood and severity of crashes, reducing environmental impacts and minimising the area of property acquisition required, maintaining overall network efficiency, constructability and impact to normal operations during construction, funding, cost comparison, utility disturbance and whole of life costs. The preferred option also addresses key concerns raised by the community including looking at a longer-term solution and reducing the speed limit on the approaches to the intersection.</p> <p>In November 2022, short term improvements were made to the intersection including refreshing line marking and installing solar powered vehicle activated signs and radar posts to alert highway motorists to slow down when there are vehicles moving within the King Creek Road.</p> <p>Transport's early investigations and traffic modelling indicated that signalling the intersection would cause traffic efficiency issues for the Oxley Highway traffic. Existing east and west bound traffic lanes on the Oxley Highway would experience major delays.</p>
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<ul style="list-style-type: none"> <li>The recent speed limit changes in King Creek with no community consultation.</li> </ul>	1 comment	This comment does not appear relate to the scope of the project.
<b>Proposed eastbound slip lane (29 comments)</b>		
<ul style="list-style-type: none"> <li>Traffic impacts               <ul style="list-style-type: none"> <li>Will cause congestion / bottleneck.</li> <li>Road should be marked as a merge.</li> <li>Merge area needs to be longer.</li> </ul> </li> <li>Will still have to give way to eastbound traffic from the roundabout.</li> <li>Will it be double lanes until overtaking lane, or will it merge before overtaking lane?</li> <li>Will cause accidents.</li> </ul>	10 comments  3 comments  2 comments  1 comment  2 comments  1 comment	<p>A zip merge treatment is a standard low speed merge treatment which proposed in conjunction with the acceleration lane and lower speed limit is designed to allow the right turn traffic from King Creek Road to merge without stopping while the eastbound through traffic continues to flow.</p> <p>The separation between traffic streams results in more sight distance to and from both lanes of traffic allowing drivers to merge safely.</p> <p>The eastbound slip lane and right turn lane from the roundabout will form one lane prior to bridge over Sarahs Creek.</p> <p>Currently the right turn from King Creek Road to the Oxley Highway experiences significant delays in the morning peak of up to two minutes with queues for right turning traffic regularly exceeding 100m resulting in safety issues from driver frustration and risk taking.</p> <p>Traffic modelling of the proposed roundabout and eastbound slip lane treatment shows an improved efficiency without excessive queuing of traffic for the</p>

<ul style="list-style-type: none"> <li>• Design and construction <ul style="list-style-type: none"> <li>○ How will residents directly opposite the slip lane safely enter roundabout.</li> </ul> </li> </ul>	<p>2 comments</p>	<p>intersection. Traffic modelling has been undertaken allowing for current and future peak traffic volumes.</p> <p>A well-designed roundabout is the safest form of intersection control. Numerous ‘before and after’ type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. The primary reason for the improved safety record for motor vehicles is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other types of at-grade intersections.</p> <p>The proposed roundabout and eastbound slip lane with a reduced speed limit of 60km/h will provide safer and more efficient turning movements at the intersection. The layout of the roundabout has been designed to restrict drivers to a safe speed on entry and to provide adequate sight distance to approaching traffic and traffic on the roundabout to enable a safe gap to be observed to enter the roundabout.</p> <p>Roundabouts have the lowest severity impacts and least number of conflict points compared to other standard intersection treatments, such as the existing layout, which has all types of possible high severity conflicts. The eastbound zip merge is also a low severity conflict point due to the low speed and vehicles travelling in the same direction.</p> <p>An alternate property access is proposed that accesses the Oxley Highway further to the west just prior to the start of the eastbound slip lane.</p>
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<ul style="list-style-type: none"> <li>○ Property acquisition required.</li> </ul>	3 comments	Partial property acquisition is required of the property on the northern side of the highway to accommodate the roundabout and slip lane.
<ul style="list-style-type: none"> <li>○ Slip lane is on land that is subject to flooding there is not information about how construction will accommodate this.</li> </ul>	1 comment	Transports construction specifications for the project will include appropriate foundation treatments to allow the construction of the embankment widening for the slip lane in the low-lying area which is subject to flooding.
<ul style="list-style-type: none"> <li>○ Time frame to complete slip lane is unrealistic.</li> </ul>	1 comment	Upcoming work will include development of the detailed design and preparation of the environmental assessment for the proposed roundabout and eastbound slip lane. The implementation of this option is dependent on funding availability.
<b>Proposed roundabout (40 comments)</b>		
<ul style="list-style-type: none"> <li>• Traffic impacts           <ul style="list-style-type: none"> <li>○ Turning lane and merge lane are needed.</li> </ul> </li> </ul>	11 comments	A single lane entering the roundabout is provided in King Creek Road. The current delays during morning peaks experienced by traffic turning left are due to traffic waiting to turn right from King Creek Road. This will be alleviated as the roundabout will provide more efficient right turn movements onto the Oxley Highway.
<ul style="list-style-type: none"> <li>○ Need separate left-hand turn lane.</li> </ul>	4 comments	
<ul style="list-style-type: none"> <li>○ Will cause congestion / bottleneck.</li> </ul>	17 comments	
<ul style="list-style-type: none"> <li>○ Doesn't address traffic heading to Wauchope.</li> </ul>	1 comment	Traffic modelling of the proposed roundabout and eastbound slip lane treatment shows improved traffic efficiency without excessive queuing of traffic. Traffic modelling has been undertaken allowing for current and future peak traffic volumes.

<ul style="list-style-type: none"> <li>• Design and construction <ul style="list-style-type: none"> <li>○ The roundabout needs to be a proper/larger roundabout.</li> </ul> </li> </ul>	<p>3 comments</p>	<p>The layout of the roundabout has been designed to restrict drivers to a safe speed on entry and to provide adequate sight distance to approaching traffic and traffic on the roundabout to enable a safe gap to be observed to enter the roundabout and turn left onto the Oxley Highway.</p> <p>The proposed roundabout and eastbound slip lane at the King Creek Road and Oxley Highway intersection, rather than a larger roundabout, is the preferred option considering factors such as reducing the likelihood and severity of crashes, reducing environmental impacts and minimising the area of property acquisition required, maintaining overall network efficiency, constructability and impact to normal operations during construction, funding, cost comparison, utility disturbance and whole of life costs.</p> <p>The size and layout of the roundabout also helps to slow drivers on the approach to the roundabout and restrict drivers to a safe speed on entry to the roundabout. The roundabout proposed is not considered a small roundabout as it caters to B double movements on the Oxley Highway and 19m semi-trailer turning movements in and out of King Creek Road and has been designed in accordance with the Austroads Australian standards to cater to the vehicles listed above.</p>
<ul style="list-style-type: none"> <li>○ Roundabouts should not form part of a designated highway infrastructure.</li> </ul>	<p>2 comments</p>	<p>Subject to traffic modelling roundabouts are an effective way of providing safety improvements at intersections, including on arterial roads.</p>

<ul style="list-style-type: none"><li>The Oxley Highway should be dual lanes.</li></ul>	2 comments	<p>A well-designed roundabout is the safest form of intersection control. Numerous ‘before and after’ type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. The primary reason for the improved safety record for motor vehicles is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other types of at-grade intersections.</p> <p>The upgrading of the Oxley Highway to dual lanes is outside the scope of this project. Transport has noted this suggestion for future planning of the Oxley Highway corridor.</p>
<b>Proposed 60km/h speed limit (60 comments)</b>		



<ul style="list-style-type: none"> <li>• Generally supports speed limit change.</li> </ul>	2 comments	Transport for NSW acknowledges these comments.
<ul style="list-style-type: none"> <li>• Traffic impacts <ul style="list-style-type: none"> <li>○ Will cause congestion / bottle neck.</li> </ul> </li> </ul>	11 comments	<p>The speed zone was reduced in 2019 from 100 km/h to 80 km/hr from 550 metres west of King Creek Road to 310 metres west of Stoney Creek Road. The current 80km/h zone extends from Wauchope to approximately 400m east of Sarahs Creek</p> <p>Community members are encouraged to visit the Safer Roads website, link below;  <a href="https://www.saferroadsnsw.com.au/haveyoursay.aspx">https://www.saferroadsnsw.com.au/haveyoursay.aspx</a></p> <p>The website provides the community with the opportunity to comment on speed limits, make requests for speed zone reviews and suggestions about locations for speed cameras using the online portal.</p> <p>It should be noted that suggestions from the community do not automatically guarantee the completion of a speed zone review or speed reduction devices however all suggestions are fully assessed and will be considered.</p>
<ul style="list-style-type: none"> <li>○ Highway should not have reduced speed limits.</li> </ul>	11 comments	
<ul style="list-style-type: none"> <li>○ Will cause accidents.</li> </ul>	5 comments	
<ul style="list-style-type: none"> <li>○ Will frustrate users.</li> </ul>	7 comments	
<ul style="list-style-type: none"> <li>○ This is a band aid fix.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ Current traffic doesn't slow down and won't use speed limits.</li> </ul>	4 comments	
<ul style="list-style-type: none"> <li>○ Speed limit has already been reduced, too many changes in a small area.</li> </ul>	4 comments	
<ul style="list-style-type: none"> <li>○ Put in a speed camera.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ The roundabout at Lake Road/Sherwood is 70km/h so why are you proposing a 60km/h speed limit?</li> </ul>	2 comments	

<ul style="list-style-type: none"> <li>• Design and Construction <ul style="list-style-type: none"> <li>○ Speed only needs to be decreased on approach to intersection.</li> <li>○ Use a turning lane to slow down traffic.</li> <li>○ Need to make approach longer.</li> <li>○ Not enough detail about where the changes come into effect.</li> <li>○ 70km/h would be fine.</li> <li>○ Speed limit should be 50km/h on King Creek Road.</li> </ul> </li> </ul>	<p>6 comments</p> <p>1 comment</p> <p>1 comment</p> <p>1 comment</p> <p>2 comments</p> <p>1 comment.</p>	<p>As a part of the development of the proposed intersection improvements at King Creek Road a Speed Zone Review will be completed for the Oxley Highway that will include determining the extent of the 60km/h speed reduction on the approaches to the intersection which is a design requirement of the proposed roundabout and eastbound slip lane treatment.</p>
<b>Safety concerns at intersection (51 comments)</b>		
<ul style="list-style-type: none"> <li>• Traffic safety <ul style="list-style-type: none"> <li>○ Congestion / bottle neck is safety concern.</li> <li>○ Will cause accidents.</li> <li>○ People are too impatient at intersection which causes accidents.</li> </ul> </li> </ul>	<p>10 comments</p> <p>10 comments</p> <p>5 comments</p>	<p>Currently the right turn from King Creek Road to the Oxley Highway experiences significant delays in the morning peak of up to two minutes with queues for right turning traffic regularly exceeding 100m resulting in safety issues from driver frustration and risk taking.</p> <p>Traffic modelling of the proposed roundabout and eastbound slip lane treatment shows an improved</p>

<ul style="list-style-type: none"> <li>○ Roundabout is too small to address safety.</li> </ul>	3 comments	efficiency without excessive queuing of traffic for the intersection. Traffic modelling has been undertaken allowing for current and future peak traffic volumes.
<ul style="list-style-type: none"> <li>○ Safety will not improve when turning right onto highway.</li> </ul>	1 comment	<p>A well-designed roundabout is the safest form of intersection control. Numerous ‘before and after’ type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. The primary reason for the improved safety record for motor vehicles is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other types of at-grade intersections.</p> <p>Roundabouts have the lowest severity impacts and least number of conflict points compared to other standard intersection treatments, such as the existing layout, which has all types of possible high severity conflicts. The eastbound zip merge is also a low severity conflict point due to the low speed and vehicles travelling in the same direction.</p>
<ul style="list-style-type: none"> <li>○ Will not have a big impact on safety of cars entering from King Creek Road.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ Only a band-aid solution.</li> </ul>	2 comments	
<ul style="list-style-type: none"> <li>○ At peak times it is not safe at the intersection particularly turning right and wait times to enter Oxley Highway are not acceptable.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ Highway traffic won’t slow down as traffic will rarely interfere with their right of way on a roundabout.</li> </ul>	5 comments	
<ul style="list-style-type: none"> <li>○ Safer to clear their view than relying on slowing the traffic.</li> </ul>	2 comments	<p>The main reason for the improved safety record for motor vehicles at intersections with roundabouts is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other types of at-grade intersections. The layout of the roundabout has been designed to restrict drivers to a safe speed on entry and to provide adequate sight distance to approaching traffic and traffic on the</p>

		roundabout to enable a safe gap to be observed to enter the roundabout.
<ul style="list-style-type: none"> <li>○ Merging and using roundabout correctly is a safety issue.</li> </ul>	3 comments	<p>Transport for NSW acknowledges that accidents can be caused by poor driver behaviour or driver error. If such accidents do occur the benefit of the proposed intersection improvements is that their severity will be significantly less due the reduced speed environment provided by the roundabout and reduced speed limit of 60km/h on the approaches to the intersection.</p> <p>A zip merge treatment is a standard low speed merge treatment which proposed in conjunction with the acceleration lane and lower speed limit is designed to allow the right turn traffic from King Creek Road to merge without stopping while the eastbound through traffic continues to flow. The separation between traffic streams results in more sight distance to and from both lanes of traffic allowing drivers to merge safely.</p>
<ul style="list-style-type: none"> <li>○ Driver behaviour in relation to use of roundabout will not resolve current safety and access issues for traffic exiting King Creek Road.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ Eastbound traffic merging onto highway will be a safety issue.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>● Design and construction           <ul style="list-style-type: none"> <li>○ Roundabouts are not effective in managing traffic and are unsafe in such a populated area.</li> </ul> </li> </ul>	1 comment	<p>A well-designed roundabout is the safest form of intersection control. Numerous 'before and after' type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. The primary reason for the improved safety record for motor vehicles is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other</p>
<ul style="list-style-type: none"> <li>○ A small roundabout is a real safety concern with trucks and b-doubles, heavy vehicles and caravans</li> </ul>	1 comment	

increasingly using King Creek Road as a Wauchope Bypass.		types of at-grade intersections. The proposed roundabout and eastbound slip lane with a reduced speed limit of 60km/h will provide safer more efficient turning movements at the intersection. The layout of the roundabout has been designed to restrict drivers to a safe speed on entry and to provide adequate sight distance to approaching traffic and traffic on the roundabout to enable a safe gap to be observed to enter the roundabout.
<ul style="list-style-type: none"> <li>○ Need a slip / merge lane for both east and westbound traffic.</li> </ul>	1 comment	<p>The roundabout proposed is not considered a small roundabout as it caters to B double movements on the Oxley Highway and 19m semi-trailer turning movements in and out of King Creek Road and has been designed in accordance with the Austroads Australian standards to cater to the vehicles listed above.</p> <p>The layout of the roundabout has been designed to restrict drivers to a safe speed on entry and to provide adequate sight distance to approaching traffic and traffic on the roundabout to enable a safe gap to be observed for traffic to enter the roundabout and turn left onto the Oxley Highway.</p>
<ul style="list-style-type: none"> <li>○ Need a left turn lane to not block line of sight from those trying to go eastbound.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ Heavy vehicles and cars block view when turning out of King Creek Road.</li> </ul>	1 comment	Transport for NSW acknowledges that at times the line of sight of a vehicle waiting to turn right from King Creek Road maybe partially obstructed by a vehicle using the left turn lane into King Creek Road. However, based on the volume of traffic turning left into King Creek Road this is expected to be infrequent

<ul style="list-style-type: none"> <li>○ Westbound left turn lane into King Creek Road should be removed.</li> </ul>	2 comments	and the timeframe for the partial obstruction to clear will be short (seconds).
<b>Efficiency for vehicles exiting King Creek Road (30 comments)</b>		
<ul style="list-style-type: none"> <li>• Traffic           <ul style="list-style-type: none"> <li>○ Cause and create congestion.</li> <li>○ Will frustrate drivers.</li> <li>○ Roundabout will restrict traffic movements out of King Creek Road.</li> <li>○ Only a short-term fix as community grows.</li> <li>○ Left turn out of King Creek Road will still be impacted by westbound traffic.</li> </ul> </li> <li>• Design and construction           <ul style="list-style-type: none"> <li>○ Roundabout will not improve efficiency or safety.</li> </ul> </li> </ul>	14 comments  2 comments  6 comments  3 comments  3 comments   1 comment	<p>Currently the right turn from King Creek Road to the Oxley Highway experiences significant delays in the morning peak of up to two minutes with queues for right turning traffic regularly exceeding 100m resulting in safety issues from driver frustration and risk taking. Traffic modelling of the proposed roundabout and eastbound slip lane treatment shows an improved efficiency without excessive queuing of traffic for the intersection based on traffic volumes at this location on the Oxley Highway. Traffic modelling has been undertaken allowing for current and future peak traffic volumes.</p> <p>A well-designed roundabout is the safest form of intersection control. Numerous ‘before and after’ type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. The primary reason for the improved safety record for motor vehicles is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other types of at-grade intersections.</p>



<ul style="list-style-type: none"> <li>○ Eastbound merging lane would be better.</li> </ul>	1 comment	<p>The proposed roundabout and eastbound slip lane with a reduced speed limit of 60km/h will provide safer more efficient turning movements at the intersection. The layout of the roundabout has been designed to restrict drivers to a safe speed on entry and to provide adequate sight distance to approaching traffic and traffic on the roundabout to enable a safe gap to be observed to enter the roundabout.</p> <p>A zip merge treatment is a standard low speed merge treatment which proposed in conjunction with the acceleration lane and lower speed limit is designed to allow the right turn traffic from King Creek Road to merge without stopping while the eastbound through traffic continues to flow. The separation between traffic streams results in more sight distance to and from both lanes of traffic allowing drivers to merge safely.</p>
<b>Other feedback about the proposal (71 comments)</b>		
<ul style="list-style-type: none"> <li>• The proposal <ul style="list-style-type: none"> <li>○ General support for project.</li> <li>○ Does not factor future growth in the area.</li> <li>○ Have full consideration been given to environmental and weather conditions?</li> </ul> </li> </ul>	11 comments  13 comments  1 comment	<p>Transport for NSW acknowledges these comments.</p> <p>Traffic modelling has been undertaken allowing for current and future peak traffic volumes.</p> <p>An Environmental Assessment will be undertaken considering all matters affecting or likely to affect the environment as a result of the proposal.</p>

<ul style="list-style-type: none"> <li>○ What will happen during construction, will the road be closed off?</li> </ul>	1 comment	The detailed staging and traffic management will be undertaken as a part of the delivery phase planning once the detailed design is finalised.
<ul style="list-style-type: none"> <li>○ There is also a proposed extended closure at the Bago Road end of King Creek Road intended to rectify the ongoing issue with failure of the bridge.</li> </ul>	1 comment	Transport has noted this comment as an issue to consider during the planning of the delivery phase of the project.
<ul style="list-style-type: none"> <li>• Other suggested improvements           <ul style="list-style-type: none"> <li>○ Traffic lights would be a better option.</li> </ul> </li> </ul>	21 comments	Transport's early investigations and traffic modelling indicated that signalising the intersection would cause traffic efficiency issues for the Oxley Highway traffic. Existing east and west bound traffic lanes on the Oxley Highway would experience major delays.  These suggestions are outside the scope of the project. Transport have noted the suggestions for future planning of the Oxley Highway corridor.
<ul style="list-style-type: none"> <li>○ Signalisation would have less environmental impacts, less land tenure issues and provide a longer-term solution.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ Put it an overpass or underpass.</li> </ul>	4 comments	
<ul style="list-style-type: none"> <li>○ Restrict access to King Creek Road and send traffic via Wauchope / Cameron Road and Bago Road.</li> </ul>	5 comments	
<ul style="list-style-type: none"> <li>○ A safer option would be a smaller roundabout for local traffic only entering and exiting King Creek Road. Add a westbound slip lane parallel to the proposed eastbound lane and on and off ramps to both east and west of the smaller King Creek Road roundabout.</li> </ul>	1 comment	

<ul style="list-style-type: none"> <li>○ Oxley Highway needs to be dual lanes.</li> </ul>	2 comment	Major realignment of the Oxley Highway requires additional funding for property acquisition and relocating underground services. This suggestion is outside the scope of this project. Transport has noted this suggestion for future planning of the Oxley Highway corridor.
<ul style="list-style-type: none"> <li>○ Include plans to bypass Wauchope.</li> </ul>	1 comment	
<ul style="list-style-type: none"> <li>○ Install large speed humps prior to the intersection.</li> </ul>	1 comment	Transport acknowledges that transverse rumble strips may assist with speed reductions and increase driver awareness on the approach to intersections. Rumble strips are typically applied to the terminating road at an intersection. Rumble strips also generate additional road noise. As the Oxley Highway is a through road of the King Creek Road intersection and due to the proximity of residences to the intersection rumble strips are not appropriate at this location. The proposed roundabout will act as a speed reducing/ traffic calming device for westbound traffic and the speed environment for the whole intersection area will be 60km/h.
<ul style="list-style-type: none"> <li>○ Need to maintain grass at intersection regularly.</li> </ul>	4 comments	Transport acknowledges this suggestion. Grass length is maintained by Transport for NSW along the Oxley Highway corridor and at intersections.
<ul style="list-style-type: none"> <li>● Other feedback           <ul style="list-style-type: none"> <li>○ The current signs that urge motorists to slow down at the King Creek Intersection have not been observed and have done nothing to reduce</li> </ul> </li> </ul>	1 comment	Transport for NSW acknowledges the feedback. We have also had feedback that the vehicle activated signs are effective in slowing traffic approaching the intersection. Transport will continue to monitor the

vehicle speed, enhance safety or reduce risk.		intersection and any feedback provided by the community.
<ul style="list-style-type: none"> <li>Design needs further consideration regarding safety, access and future planning for projected development in the region.</li> </ul>	1 comment	Traffic modelling has been undertaken allowing for current and future peak traffic volumes.
<ul style="list-style-type: none"> <li>It would amount to the same problem Sherwood and Oxley is in Port. The constant flow of Oxley prevents Sherwood drivers from entering and it would be worse as the Oxley drivers in King Creek are coming at speed.</li> </ul>	1 comment	Currently the right turn from King Creek Road to the Oxley Highway experiences significant delays in the morning peak of up to two minutes with queues for right turning traffic regularly exceeding 100m resulting in safety issues from driver frustration and risk taking.
<ul style="list-style-type: none"> <li>Traffic will back up to Sancrox where there's plenty of blind corners to run up the back of a stopped car on the highway.</li> </ul>	1 comment	Traffic modelling of the proposed roundabout and eastbound slip lane treatment shows an improved efficiency without excessive queuing of traffic for the intersection based on traffic volumes at this location on the Oxley Highway. Traffic modelling has been undertaken allowing for current and future peak traffic volumes.
<ul style="list-style-type: none"> <li>The same design principles at the Wrights Road intersection in Port Macquarie do not work with it being a place of accidents and traffic bottlenecks constantly, which makes you think that it won't work at the King Creek intersection.</li> </ul>	2 comments	A well-designed roundabout is the safest form of intersection control. Numerous 'before and after' type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. The primary reason for the improved safety record for motor vehicles is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other types of at-grade intersections.

		The proposed roundabout and eastbound slip lane with a reduced speed limit of 60km/h will provide safer more efficient turning movements at the intersection. The layout has been designed to restrict drivers to a safe speed on entry to the roundabout. and to provide adequate sight distance to approaching traffic and traffic on the roundabout to enable a safe gap to be observed to enter the roundabout.
<b>Out of scope feedback (8 comments)</b>		
<ul style="list-style-type: none"> <li>• Out of scope <ul style="list-style-type: none"> <li>○ Will there be an option for public transport to have a stop/pick up point in the design?</li> <li>○ Fix the massive problem coming into Port Macquarie</li> <li>○ I don't think it will change the traffic conditions maybe if you move Sarahs Creek Bridge over closer to where it use to be.</li> <li>○ Sarah's Cres is too slow for a good road and long.</li> <li>○ An overpass should of been put at Houston Mitchell drive but instead a roundabout was out there and it hazardous and dangerous.</li> </ul> </li> </ul>	<p>2 comments</p> <p>3 comments</p> <p>1 comment</p> <p>1 comment</p> <p>1 comment</p>	Transport for NSW acknowledges this feedback, but these comments are outside the scope of this project. Your feedback has been referred to the appropriate section of Transport.

**Next steps**

Upcoming work will include development of the detailed design and preparation of the environmental assessment for the roundabout and eastbound slip lane. The implementation of this option is dependent on funding availability.

Transport will continue to keep the community informed as the project progresses.



# Appendix A - Have your say project update July 2023



The NSW Government is investigating further safety and efficiency improvements at the intersection of the Oxley Highway and King Creek Road

## Background

Between 2014 and 2020 there were six crashes at the intersection, these crashes included two serious injury crashes, three moderate injury crashes and one non casualty crash.

In May 2021, the NSW Government announced \$1.6 million funding in safety works at the Oxley Highway and King Creek Road intersection, as part of the Oxley Highway Route Safety Review and the Oxley Highway corridor strategy.

In November 2021, Transport consulted the community on the proposed short and medium-term options to improve the safety and efficiency at the Oxley Highway and King Creek Road intersection.

In September 2022, in response to community's feedback, Transport committed to investigating the design of a small roundabout and eastbound slip lane.

In November 2022, short term improvements were made to the intersection including refreshing line marking and installing solar powered vehicle activated signs and radar posts to alert highway motorists to slow down when there are vehicles moving within the King Creek Road intersection.

Since this time Transport has been developing the concept design of the roundabout to improve safety and traffic efficiency at the intersection.

Upcoming work will include development of the detailed design and preparation of the environmental assessment for the small roundabout and eastbound slip lane.

## Key matters raised included:

- support for the long-term strategy towards developing potential solutions such as a roundabout or traffic lights
- mixed sentiment about the different components of the proposed short and medium-term solutions
- support for speed reduction on the Oxley Highway approaching King Creek Road intersection
- continuing concerns on the obscured sightline for vehicles wanting to turn out of King Creek Road.



## Have your say

Community and stakeholders are invited to comment on the option outlined in this update. You are encouraged to have your say so we can understand your concerns and answer any questions you may have.

The community is invited to provide comment by Monday 5pm 31 July 2023.



## Next steps

Feedback from the community will be considered to help us finalise our plans for the intersection. More information will be provided to the community and stakeholders as the project progresses.

## Have your say

To have your feedback formally considered please make a written submission via:

- [nswroads.work/king-creek-road](https://nswroads.work/king-creek-road)
- [north.region@transport.nsw.gov.au](mailto:north.region@transport.nsw.gov.au)
- King Creek Road intersection upgrade project team  
Transport for NSW  
PO Box 576, Grafton NSW 2460



## Questions:

For more information please call 1800 962 033:

- [nswroads.work/king-creek-road](https://nswroads.work/king-creek-road)
- [north.region@transport.nsw.gov.au](mailto:north.region@transport.nsw.gov.au)



Reduce number of crashes



Reduce environmental impacts



Minimise delays to traffic

## Acknowledgement of Country

We acknowledge that we are on Birpai country and pay respects to all elders past, present and emerging and their ongoing cultural connection to the region's mountains, coastline and waterways.



This document contains important information about Transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Transport Projects on 1800 962 033. The interpreter will then assist you with translation.

Safety and efficiency improvements at the Oxley Highway and King Creek Road intersection



What is the proposed design?

Based on community feedback and our investigations we have identified building a small roundabout and eastbound slip lane at the King Creek Road and Oxley Highway intersection as our preferred option. This option has been developed in consideration of:

- **road safety:** reducing the likelihood and severity of crashes
- **environment:** reducing environmental impacts and adverse impacts to the wider community

- **traffic efficiency:** maintaining overall network efficiency, including minimising delays to highway traffic
- **constructability:** reducing impacts to normal operations during construction, complexity of the build
- **cost:** funding, cost comparison, utility disturbance and whole of life costs.

The implementation of this option is dependent on funding availability and environmental approvals.



Benefits

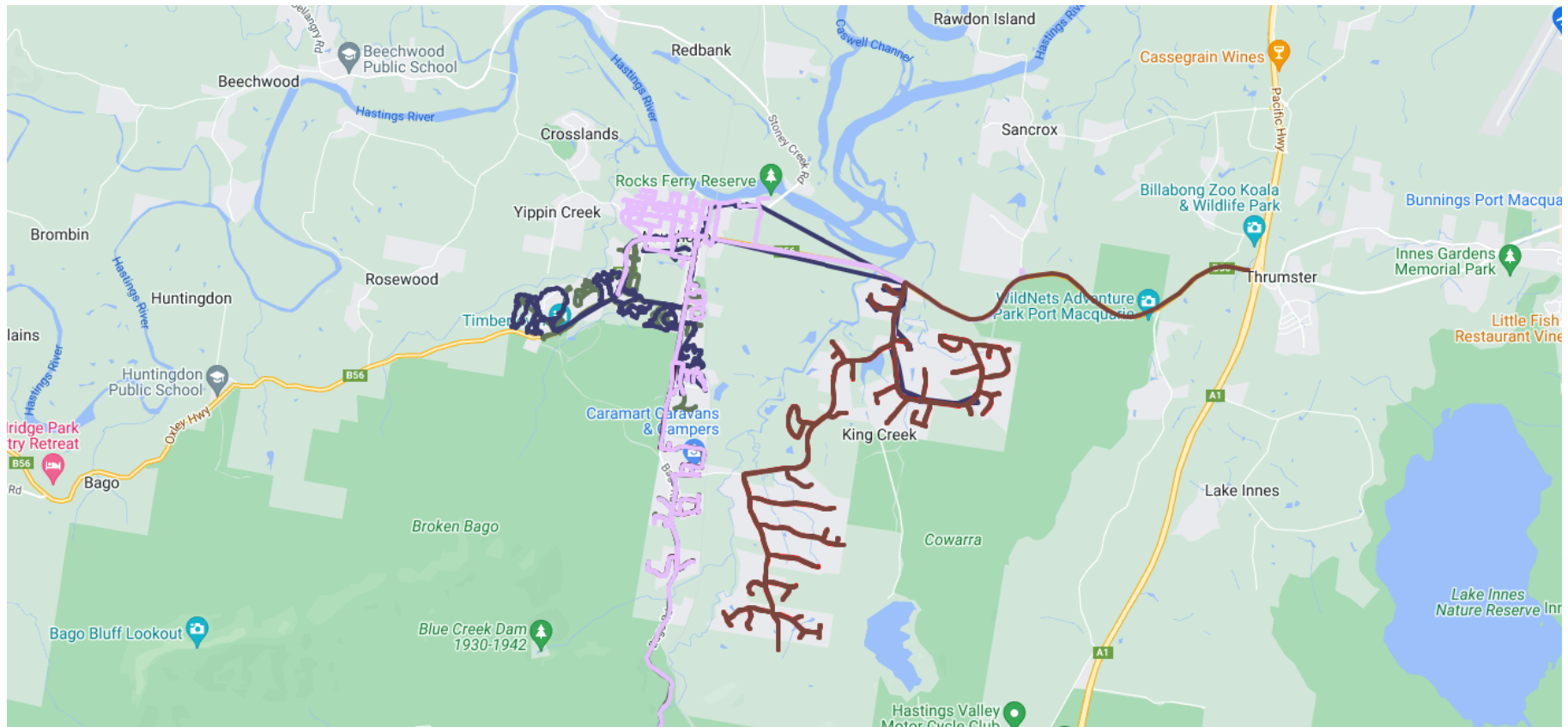
Transport values consulting and engaging with the community because we know it leads to better outcomes for stakeholders.

The preferred option addresses key concerns raised by the community including looking at a longer term solution and reducing the speed limit on approach to the intersection. A 60km/h speed limit is also a design requirement of the roundabout option.

Other benefits include:

- improving the safety of the King Creek Road and Oxley Highway intersection by removing conflict points and reducing the likelihood and severity of crashes
- fitting with long term planning for the Oxley Highway and Port Macquarie LGA
- increasing the capacity of the intersection and improving traffic efficiency

## Appendix B – Distribution Area July 2023





# Appendix C – Online survey

## Oxley Highway and King Creek Road intersection – roundabout concept design.

Transport for NSW values consulting and engaging with the community because we know it leads to better outcomes. You can help us by completing the five-minute survey. We will be accepting submissions until Monday 31 July 5pm

Section 1

1. DESIGN: Overall, how satisfied or dissatisfied are you with the proposed roundabout design?

Select your answer

2. Please tell us more about why you are dissatisfied

Enter your answer

3. DESIGN: How satisfied or dissatisfied are you with the proposed eastbound slip lane?

Select your answer

4. Please tell us more about why you are dissatisfied

Enter your answer

5. DESIGN: How satisfied or dissatisfied are you with the proposed 60 km/h speed limit?

Select your answer

6. Please tell us more about why you are dissatisfied

Enter your answer

7. COMMUNITY SENTIMENT: Do you agree with the following statements?  
The proposed roundabout will address safety concerns at the intersection.

Select your answer



8. Please tell us more about why you disagree

Enter your answer

9. COMMUNITY SENTIMENT: The proposed roundabout will improve efficiency for vehicles exiting King Creek Road.

Select your answer



10. Please tell us more about why you disagree

Enter your answer

11. COMMUNITY SENTIMENT: Did you provide feedback during the 2021 have your say?

Select your answer



12. COMMUNITY SENTIMENT: Do you agree with the following statement

The proposed design addresses key concerns raised by the community about the Oxley Highway and King Creek Road intersection.

Select your answer



13. Please tell us more about why you disagree

Enter your answer

14. Full name

Enter your answer

15. Email address \*

Enter your answer

16. What is your age group?

Select your answer

▼

17. How do you identify?

Select your answer

▼

18. Where do you live?

Select your answer

▼


19. What is your current connection to the Oxley Highway/ King Creek Road intersection? \*

Select your answer

▼



# Appendix D – Social Media Posts




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👉 We're improving the safety & efficiency of the Oxley Highway & King Creek Road intersection at Wauchope. Have your say on roundabout concept design by 31 Jul. 🇵🇹



Submit feedback by 31 July

transport.nsw.gov.au

Have your say 🇵🇹

King Creek Road, Waucho...

Learn more



Transport for NSW

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⋮

✕

🕒 Last chance to have your say on roundabout concept design of the Oxley Highway & King Creek Road intersection at Wauchope!



Submit feedback by 31 July

transport.nsw.gov.au

Have your say 🇵🇹

King Creek Road, Waucho...

Learn more

# Appendix E – Online survey results

This includes multiple choice results on the design and community sentiment only.

## Oxley Highway and King Creek Road intersection – roundabout concept design.

1. DESIGN: Overall, how satisfied or dissatisfied are you with the proposed roundabout design?

Very satisfied	57
Somewhat satisfied	28
Neither satisfied nor dissatisfied	2
Somewhat dissatisfied	23
Very dissatisfied	35



3. DESIGN: How satisfied or dissatisfied are you with the proposed eastbound slip lane?

Very satisfied	74
Somewhat satisfied	26
Neither satisfied nor dissatisfied	13
Somewhat dissatisfied	15
Very dissatisfied	17



5. DESIGN: How satisfied or dissatisfied are you with the proposed 60 km/h speed limit?

Very satisfied	57
Somewhat satisfied	20
Neither satisfied nor dissatisfied	14
Somewhat dissatisfied	12
Very dissatisfied	41



7. COMMUNITY SENTIMENT: Do you agree with the following statements?  
The proposed roundabout will address safety concerns at the intersection.

Strongly agree	55
Somewhat agree	33
Neutral	9
Somewhat disagree	16
Strongly disagree	30



9. COMMUNITY SENTIMENT: The proposed roundabout will improve efficiency for vehicles exiting  
King Creek Road.

Strongly agree	56
Somewhat agree	32
Neutral	7
Somewhat disagree	16
Strongly disagree	31

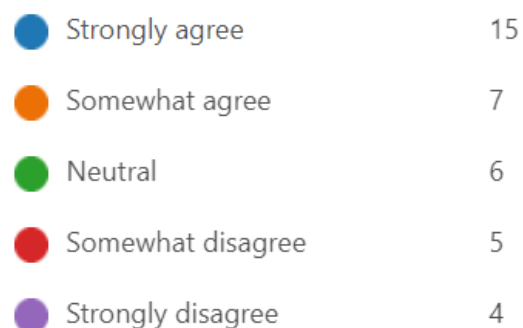


## 11. COMMUNITY SENTIMENT: Did you provide feedback during the 2021 have your say?



## 12. COMMUNITY SENTIMENT: Do you agree with the following statement

The proposed design addresses key concerns raised by the community about the Oxley Highway and King Creek Road intersection.



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