

Appin Road Safety Improvements

Project Determination

June 2025



Transport for NSW is delivering safety improvements for motorists and wildlife along a 3.6 kilometre section of Appin Road between Gilead and Appin.

Appin Road is a major arterial road supporting travel to and from the south-west Sydney region and Wollongong area. It also plays a key role in connecting the township of Appin to employment, education, and services in larger areas such as Campbelltown and Wollongong.

Issues with road safety have been identified for Appin Road due to the existing road conditions, relatively high volume of traffic and vehicle crash history. The area to the east and west of the road is also home to one of the few recovering koala populations in NSW.



Community and environmental benefits

Project scope

- Provide smoother, safer trips for motorists with wider lanes and shoulder widths, together with increased clear zones and improved road surface
- Improve safety with the installation of new sections of roadside safety barriers, and sections of painted median with safety barriers
- Create a new overtaking opportunity for northbound traffic to improve traffic flow
- Install new right turn bays with northbound U-turn bay to improve safety for residents entering and exiting driveways
- Realign a road curve with painted median and safety barrier to improve safety for motorists
- Installing koala fencing across the entire project area from south of Beulah Reserve to 1km north of Brian Road as well as koala escape poles and koala grids across driveways.

As part of the Addendum Review of Environmental Factors report, changes were made to the project scope including the removal of the previously assessed southbound U-turn bay, a change of the northern boundary on Appin Road, additional road safety barriers, koala escape poles, koala escape hatches and koala exclusion fencing along Appin Road as well as an additional site compound at 588 Appin Road.

Consultation background

Since the November 2018 exhibition of the original Appin Road Upgrade Review of Environmental Factors (REF), there has been significant effort invested by the Department of Planning, Housing and Infrastructure (DPHI), Office of the NSW Chief Scientist and Engineer, and Campbelltown City Council, to resolve the future planning outcomes for the koala habitat corridors. This includes the need for koala connectivity measures along Appin Road.

In April 2020, the NSW Chief Scientist and Engineer released 'Advice on the protection of the Campbelltown koala population' which proposed measures to protect the Campbelltown koala population. Following this advice, and the DPHI Cumberland Plain Conservation Plan 2022, an Addendum REF (AREF) was prepared.

The community was invited to provide feedback on the AREF from Thursday 18 July to Thursday 22 August 2024. The AREF included:

- extending koala fencing on both sides of Appin Road from Beulah Reserve to south of Brian Road
- addition of koala escape poles and grids on both sides of Appin Road from Beulah Reserve to south of Brian Road
- addition of koala escape hatches (known as one-way "doggy doors")
- extending safety barriers across the entire scope
- addition of a site compound
- removing the southbound U-turn bay from the project scope as it was located close to an existing roundabout where U-turning is available.

Transport would like to thank the community for their feedback, which has been considered as part of the planning approval process.

The project has now been determined and feedback received has been responded to in a Submissions Report which is now available to view at nswroads.work/appin-road-safety

Feedback received

We heard that while you support increasing protection for wildlife, some submissions proposed additional koala connectivity and changes to the road design.

Design suggestions included increasing koala connectivity along Appin Road by installing an underpass at Mallaty Creek and suggesting upgrading Appin Road to a multilane carriageway. Feedback also raised concerns about whether the AREF was consistent with expert advice.

We heard feedback from community members, organisations, government agencies and businesses.

We'd like to thank everyone who submitted feedback.

Our response

Transport's approach to the environmental assessment considered the NSW Chief Scientist and Engineer's reports delivered in 2020 and 2021, and DPHIs Cumberland Plain Conservation Plan (CPCP) 2022 and their respective recommendations regarding koala protection and connectivity.

We worked closely with experts in koala ecology as well as key stakeholders, such as DPHI, to ensure our designs meet best practice to preserve the local koala population and minimise vehicle strikes.



Koala connectivity

Transport for NSW acknowledges the growing issue of koala vehicle strikes on Appin Road. This issue will be delivered by three separate projects. These will provide continuous koala exclusion fencing between Rosemeadow and Appin township including three koala underpasses at Noorumba Reserve, Beulah biobank site and Ousedale Creek.

Koala strike mitigation measures throughout NSW follow the requirements set by relevant conservation plans that have been developed by leading experts and the advice by the NSW Chief Scientist and Engineer.

The Office of the Chief Scientist and Engineer (OCSE) has prepared two reports addressing koala management relevant to the CPCP which includes comprehensive advice on koala management of Appin Road.

Based on the minimum average koala habitat corridor widths recommended by the NSW Office of the Chief Scientist and Engineer, the vegetation along Mallaty Creek is considered too narrow and fragmented to provide effective koala connectivity between Georges River and Nepean River.

However, the CPCP recognises the important native vegetation within the Mallaty Creek corridor should be protected for its biodiversity and amenity values. As such, the CPCP specifically excludes future development from the Mallaty Creek corridor, mapping it as avoided land and applying planning controls that exclude koalas from the corridor and that protect the corridor's biodiversity values over the long term. The recommendations in the CPCP have not been made by Transport for NSW.

Road design

The road design meets the project objective to improve safety for all road users and wildlife as well as improve travel time reliability and efficiency.

Introducing multiple lanes would require further widening of Appin Road, property acquisition and additional vegetation clearing which would increase the impact of the project.

Appin Road currently has a 700m southbound overtaking lane to accommodate for current traffic volumes along the route. The project includes the addition of a 450m northbound overtaking lane to further improve travel time reliability and efficiency.

Next steps

In response to feedback, Transport is accelerating the installation of koala exclusion fencing near Beulah Reserve.

Ventia will undertake early work in the coming weeks to install 700m of temporary koala exclusion fencing near Beulah Reserve. This fencing will tie into the permanent fencing installed as part of the Appin Road Upgrade and will require removal of trees on either side of the road to give a clear zone. The clear zone is to prevent koalas from using the trees to jump over the fence as well as to ensure the fence can be maintained.

A contract will soon be awarded for the detailed design and main work construction of the project. Construction is expected to start in mid-2026 and take approximately two years to complete.

Every effort would be made to minimise any construction impacts to the local community. We will keep the community informed prior to any activities taking place.

How we're protecting wildlife on our roads



Transport for NSW uses several mitigation measures across the state which comply with relevant conservation plans and have been developed in consultation with leading experts in the field.

Transport not only uses established techniques, such as fencing and barriers, we are also exploring emerging technologies to help further reduce wildlife vehicle strikes and enhance habitat connectivity including trials of AI animal detection systems and pavement markings.

Independent research has revealed that fencing or barriers remain the strongest solution for wildlife protection from vehicle strikes on higher speed roads, with speed reductions offering minimal benefits for animal outcomes on major road corridors.

Other measures that help to play a part in reducing road strikes include signage, education and engagement, and enhancing visibility along roads.

To help change driver behaviour and increase awareness, Transport has implemented static and visual messaging signs and road markings along Appin Road advising motorists to look out for koalas.



Koala using an escape hatch ("one way doggy door") during a trial by Endeavour Veterinary Ecology.

Contact us



Project Infoline **1800 684 490**



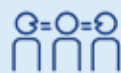
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