Transport
for NSW

Proposed safety improvements on the Oxley Highway and King Creek Road intersection at Wauchope

Community Consultation Report

September 2022

transport.nsw.gov.au

NSW GOVERNMENT

Table of Contents

Executive summary **2**

Consultation summary 2

The decision 2

Introduction **4**

Background 4

The proposal 4

Consultation approach **6**

Consultation objectives 6

Values 6

How consultation was done 6

Consultation summary **7**

Overview 7

Have your say submissions 7

Conclusion 21

Next steps 21

Appendix A - Have your say project update November 2021 ..... **22**

Appendix B – Distribution Area November 2021 ..... **24**

Appendix C – Project webpage HYS November 2021 ..... **25**

Appendix D – Social Media Posts **26**

Executive summary

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.

Transport for NSW (Transport) investigated the Oxley Highway corridor and developed short, medium and long-term strategies to improve safety at the King Creek Road intersection. The basis of developing options over time recognises existing constraints around the intersection relating to utilities, water bodies and potential impacts to private properties.

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.

Feedback closed on 17 December 2021, with a total of 61 responses received. This consultation summary report provides an overview of the feedback received on the proposed traffic improvements at the King Creek Road and Oxley Highway intersection. The feedback presented in this report has been used to inform the finalisation of the proposed traffic improvements.

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 and social media campaign.

61 responses were received. The majority of feedback did not support the short and medium-term proposals as respondents were in favour of implementing longer-term solutions. Specifically, 11 respondents supported the proposal, 31 disliked and 19 did not state a preference for the short and medium-term options.

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.

A detailed summary of the feedback and responses can be found in the section 3.2 of this document.

The decision

Transport would like to thank everyone who provided feedback.

After carefully considering the feedback received, Transport is carrying out further investigations into potential options , including a one lane roundabout with an eastbound slip lane. Transport will continue to seek funding and investigate a potential roundabout. Noting, this will require a longer development time and there may be challenges associated with potential property impacts and increased costs.

To improve safety and efficiency in the short-term, Transport will:

- install solar powered vehicle activated signs (VAS), which will alert Oxley Highway motorists that a vehicle is moving within the King Creek Road intersection and warn vehicles to slow down
- install new radar posts at the King Creek Road intersection to activate VAS when vehicle stops at the intersection

We expect this work to be completed by end of November 2022. We will keep the community informed as the project progresses.

Introduction

Background

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. 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.

Transport investigated the intersection and have been developing short, medium, and long-term strategies to improve safety and efficiency. Our investigations showed that the intersection is significantly constrained by water, power and optic fibre services to the north; properties and nearby houses to the south; with bridges and culverts to the east/west.

This means that potential options such as a roundabout or traffic signals require a longer development time and detailed investigations to ensure that they can operate safely and efficiently.

The proposal

In November 2021, Transport proposed short and medium term options at King Creek Road intersection, including:

- new solar operated Vehicle Activated Signs (VAS) to warn east and west bound motorists of vehicles turning in and out of King Creek Road
- new dedicated left turn lane in King Creek Road to provide motorists who want to turn left out of the intersection the opportunity to pass right turn queued traffic
- new merging lane with increased median width for motorists to access a two-stage auxiliary lane when turning right out of King Creek Road to safely merge onto the Oxley Highway
- extended dedicated right turn bay on the Oxley Highway turning into King Creek Road
- resurfacing the road in the project area.

A map of the proposed short and medium-term improvements is shown in Figure 1.

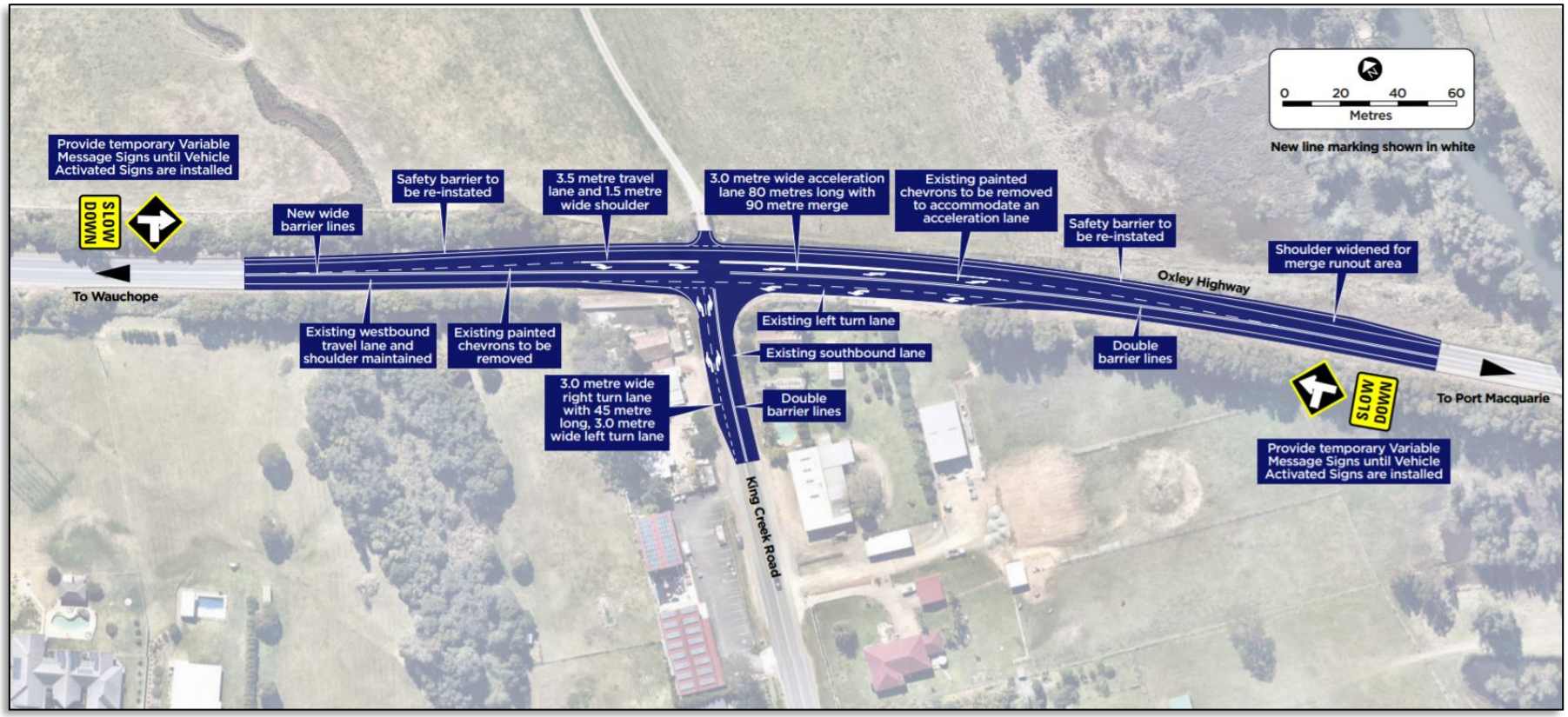


Figure 1: Proposed Improvements at the Oxley Highway and King Creek Road intersection, November 2021

Consultation approach

Consultation objectives

The aim of the consultation, carried out from 22 November to 17 December 2021, was to seek feedback on the proposed short to medium term traffic improvement measures. 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 995 have your say community updates to residents and businesses in the King Creek area (Appendices A and B)
- implementing a social media campaign via the NSW Roads Facebook (Appendix C) with a reach of more than 24 thousand, including 756 clicks, 113 reactions, 19 shares and 115 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 D)
- providing a project email address and contact number

Consultation summary

Overview

Have your say on the proposed short and medium-term options closed on Friday 17 December 2021.Overall, we received 61 submissions:

- phone (2)
- email (59)

The majority of feedback did not support the short and medium-term solutions in favour of implementing longer-term solutions. Specifically, 11 respondents supported the proposal, 31 disliked and 19 did not state any preference. Several submissions included multiple comments and issues.

The 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 submissions

Transport has summarised the feedback received and provided responses in Table1.

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 Transport's response

Issue category	Number of submissions	Issues raised	Transport response
The proposal	10	Generally supports the proposed short and medium-term options.	Transport acknowledges these comments.
	1	The proposed short-term solutions will take time to occur we need a solution now.	The NSW Government announced $1.6 million funding to improve safety at the Oxley Highway and King Creek Road intersection in 2021. Since then, Transport has been investigating short, medium and long-term strategies in response to safety and efficiency issues raised by the King Creek community. Transport's investigations showed that the Oxley Highway road corridor is significantly constrained at the King Creek Road intersection due to water, power and optic fibre services to the north; properties and nearby houses to the south; and bridges and culverts to the east/ west. This means that potential options such as a roundabout or traffic signals require a longer development time and detailed investigations in the planning phase. To address the immediate issues to alleviate intersection safety and efficiency, Transport will be progressing with the proposed short term improvements within the $1.6 million allocated, expected to be completed by end of November 2022. We will keep the community informed as the project progresses.
	4	Oppose investing in interim solutions as it is a waste of money.	
	3	Not a long-term strategy.	
	1	Short term proposal was rejected by the majority who attended a meeting in May 2021, all in favour of a roundabout as the long-term option.	
	1	How much longer will it take to repair this intersection as we don't want another band aid solution.	
	1	When will the improvements be completed? There has been no timeframe provided.	
	1	Widening and barrier installation in the eastbound direction will incur long delays due to the underground services that was mentioned in the community consultation.	

Issue category	Number of submissions	Issues raised	Transport response
	1	Double barrier lines on King Creek Road are cosmetic as there is insufficient room for overtaking before the intersection.	Transport will continue to seek funding and investigate a smaller roundabout with an eastbound slip lane.
Signage (VAS/ VMS)	2	Support signage.	Transport acknowledges these comments.
	2	The warning signage is great but only beneficial if it is obeyed or policed.	
	2	The VAS signs warning people that traffic is turning is useless as majority of road users already know this.	Vehicle Activated Signs (VAS) are digital roadside signs that display a message when they are approached by a vehicle. The proposed VAS shall be installed approximately 100 metres from the King Creek Road intersection. Radar posts shall be installed at the King Creek Road intersection to activate the VAS when a vehicle is detected. The VAS signs are intended to function as follow: • Display of 'Turning vehicles' shall be triggered when a vehicle stops at the intersection wanting to exit or enter King Creek Road, to warn oncoming east/west bound vehicle that there is traffic movement at the approaching intersection • Display of 'SLOW DOWN' shall be triggered by vehicles exceeding the speed limit when approaching the King Creek Road intersection, regardless of whether there is traffic movement at the intersection.

Issue category	Number of submissions	Issues raised	Transport response
	1	Implement black spot signage for a few months.	Transport did not consider the implementation of black spot signage because the nomination of black spot location is part of the Black Spot Program. For more information about the Black Spot Program, visit https://investment.infrastructure.gov.au/about/local-initiatives/black-spot-program/index.aspx
	2	The temporary VMS signage has no benefit and does nothing to slow down the speed of vehicles.	The temporary Variable Message Signage (VMS) installed in November 2021 was intended to warn motorists of the approaching King Creek Road intersection, especially for non-local motorists travelling during the school holidays and yearend holiday period, following the lifting of COVID-19 restriction. The proposed VAS would serve as a speeding reminder for vehicles when it is implemented.
Left turn lane on King Creek Road	3	Support the new left turn lane.	Transport acknowledges these comments.
	5	The left turn lane will help those turning west but will obstruct the view for vehicles wanting to turn right onto the Oxley Highway.	As a result of comments received during the community consultation, Transport is investigating options for a smaller roundabout and associated eastbound slip lane. Implementation of this option will be subject to relevant environmental approvals and funding availability. It is noted a roundabout option may result in property acquisition and relocating underground services which requires additional funding
	1	Adding a turning lane will not help at all but make it more dangerous.	
	1	Currently vehicles are charging up the left-hand side kerb to turn left out of King Creek Road.	

Issue category	Number of submissions	Issues raised	Transport response
	1	The new left turn lane will have low visibility of westbound on-coming traffic making it unsafe to turn left towards Wauchope.	
	1	Suggests left turn lane further back from the intersection in an off-ramp style merging lane but land would need to be acquired.	
	4	Put a merging lane for vehicles to safely merge with fast travelling westbound traffic after turning left onto the Oxley Highway.	
	1	Buy some land from the farm to provide dedicated merging lanes in both directions.	
	1	There is no reference of the pole at the corner that could take up to 18 months to remove based on outcome from community meeting.	
New merging/ acceleration lane	3	Support the new merging/ acceleration lane.	Transport acknowledges these comments.
	5	The proposal does not address the major safety risks for vehicles wanting to turn out of King Creek Road onto the Oxley Highway.	As a result of comments received during the community consultation, Transport is investigating options for a smaller roundabout and associated eastbound slip lane. Implementation of this option will be subject to relevant

Issue category	Number of submissions	Issues raised	Transport response
	4	The proposed options will do very little to improve the safety of the intersection.	environmental approvals and funding availability. It is noted a roundabout option may result in property acquisition and relocating underground services which requires additional funding.
	2	The new merging/ acceleration lane does not make it any safer for vehicles turning right out of King Creek Road onto the Oxley Highway.	
	3	Concerned that it would be difficult for vehicles to merge with traffic flowing at a high speed.	
	1	Eastbound motorists will not know if a car turning right out of King Creek Road will use the acceleration lane or immediately pull out onto the oncoming travel lane.	
	3	The merging/ acceleration lane is not long enough for vehicles to merge safely.	
	1	Add a merging lane for about 10-12 cars.	
	1	Concerned about the road width of the acceleration lane too tight for motorists to safely merge.	

Issue category	Number of submissions	Issues raised	Transport response
	1	The plan to extend and widen the merge lanes should mean there is space for overhead streetlights?	
	1	Vehicles travelling to Wauchope are usually bumper to bumper so there is very few break for vehicles to turn out of King Creek Road to access the new merging/ acceleration lane.	
Safety	1	Limited sight line makes it hard for vehicles to find a gap to safely turn right out of King Creek Road.	Transport will be refreshing the stop line on King Creek Road in the interim, while we continue to investigate improvements to existing line markings and signage to improve sight lines to the east. The VAS signs will provide early warning for the approaching Oxley Highway motorists of any vehicles turning right into or out of King Creek Road. "Slow Down" would be illuminated on the VAS when speeding vehicles are detected approaching the intersection, and the "Intersection Ahead" sign would be illuminated when there is traffic turning in and/or out of King Creek Road.
	3	Vehicles wanting to turn right out of King Creek Road have poor visibility of oncoming westbound traffic.	
	1	Turning right out of King Creek Road is partially blinded, the stop line needs to be moved further forward.	
	1	Refresh the white lines and use orange flashing lights would be a start to improve visibility.	
	4	The retaining wall at the south-east corner of the intersection obstructs the view of oncoming westbound traffic causing vehicles to move beyond the Stop line to get a better line of sight	

Issue category	Number of submissions	Issues raised	Transport response
		before turning right onto the Oxley Highway.	
	5	Vehicles turning left into King Creek Road obstructs the view of oncoming westbound traffic.	
	3	Sight obscured by large vehicles at the intersection.	
	1	Please consider the driveway of the property directly across from the King Creek Road intersection. Many users mistaken the private driveway as an intersection and caused many rear end near misses.	Transport will continue to work with residents and key stakeholders in the development of the short and long-term solutions.
	1	Suggest installing a mirror to reflect oncoming westbound traffic so that motorists on King Creek Road have better visibility of oncoming westbound traffic.	Traffic mirror or a convex mirror may be a suitable option in very low speed environment, but it is not a safe option for the Oxley Highway and King Creek Road intersection, as the speed limit is 80 km/h. Mirrors may also cause misjudgement of size and distance of oncoming vehicles for motorists trying to exit the intersection.
	1	There was a large amount of surface work carried out in the past, now vehicles have nowhere to pull over because the drop-off is too great and would cause underbody damage.	Wider shoulders are available either side of the intersection.

Issue category	Number of submissions	Issues raised	Transport response
	1	Regular cleaning of the roadway and new line markings would improve visibility.	Transport acknowledges this suggestion. We recently trimmed some vegetation on the Oxley Highway to improve sight lines on the approach to King Creek Road.
	1	Trim or remove overhanging tree lines to allow motorists approaching the intersection a clear vision of what is coming.	
Roundabout	18	Suggested a roundabout.	Transport acknowledges these suggestions and will include in the consideration for a small roundabout with an eastbound slip lane. A smaller roundabout with an eastbound slip lane would alleviate concerns around traffic on the Oxley Highway and the need to cater for the through movements as well as safety associated with vehicles seeking to turn right out of King Creek Road. We will continue to seek funding and will keep the community informed as the development progresses.
	1	Is not too late to put in a roundabout to cater for the growing development in the area.	
	1	There is substantial rural land available to the north to accommodate the roundabout.	
	1	Suggested that there is space to install a large roundabout.	
	1	A roundabout would be of similar cost to a medium-term solution.	
	1	Whilst a roundabout would seem an obvious solution but the cost does not meet the needs at present.	
	1	Suggested that a roundabout would slowdown the traffic on the Oxley Highway to allow gaps for vehicles to turn right from King Creek Road.	

Issue category	Number of submissions	Issues raised	Transport response
Oppose roundabout	1	Roundabout would improve safety but would still favour the traffic on the Oxley Highway.	
	3	We do not need a roundabout on the highway.	
	1	Roundabout would be useless without calming devices such as speed humps.	
	1	People don't know how to use roundabout.	
Traffic signals	19	Suggested traffic signals.	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.
	1	We do not need traffic lights on the highway.	
	1	Traffic signals will allow vehicles turning out of King Creek Road sufficient gaps in traffic flow to safely exit.	
	1	It shouldn't take so long to achieve a warranted solution.	
	2	Install temporary traffic lights that work on timers to control the volume of the traffic during peak hours.	

Issue category	Number of submissions	Issues raised	Transport response
Speed	5	Suggested reducing speed limit on the Oxley Highway.	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. Community members are encouraged to visit the Safer Roads website, link below; https://www.saferroadsnsw.com.au/haveyoursay.aspx 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. 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 in the development of the project.
	8	Speed should be reduced to 60 km/h to slow the traffic approaching the intersection.	
	1	The proposal has no mention of speed limits.	
	1	Install speed camera at the intersection.	
	2	Install rumble strips on the Oxley Highway to reduce speed approaching the intersection.	Transport acknowledges that transverse rumble strips may assist with speed reductions and increase driver awareness on the approach to intersections. Rumble strips are applied to the terminating road at an intersection. As the Oxley Highway is a through road of the King Creek Road intersection rumble strips are not appropriate. The VAS sign is a speed reduction device which targets speeding vehicles.

Issue category	Number of submissions	Issues raised	Transport response
Traffic study	1	Who does these studies?	Transport's Regional and Outer Metropolitan Division carried out various investigations regarding the Oxley Highway and King Creek Road intersection which included staff from the Assets Branch as well as the strategic planning area.
	1	There have been at least 4 major accidents and two fatalities in the last 18 months.	Transport investigated the crash data at the intersection, our Summary Crash Report showed that 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.
	2	Many near misses and crashes at this intersection are not reported but it happens all the time.	
Community consultation	1	This is not a real consultation with the community to determine the best solution.	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. In the meeting, Transport representative informed the community that the longer-term options such as roundabout or traffic lights would require additional funding. However, with the allocated $1.6 million funding from NSW Government, Transport would be able to implement short term changes to address the safety and efficiency issues raised by the community, which is expected to be completed by end of November 2022. Transport will continue to seek funding and investigate longer term solution and will keep the community informed as the development progresses.
	1	Many comments are suggesting lights but at the public meeting it was said that this would be a longer-term solution. I believe the ultimate solution is a by-pass at this intersection.	

Issue category	Number of submissions	Issues raised	Transport response
Other suggested improvements	6	Suggested an overpass.	Transport have noted these suggestions for future planning of the Oxley Highway corridor.
	1	Make a 'No right turn' into King Creek Road for eastbound motorists.	
	1	Introduce a U turn bay further up the Oxley Highway from the intersection.	
	1	Install noise barrier along the southern side of Oxley Highway	
	1	A second entry off the Oxley Highway to King Creek is required in the wider transport review.	
	1	Have cops direct traffic at the intersection during peak hour to reduce stress and risks.	Deploying traffic police at the intersection daily during peak periods is not considered a feasible short term solution. It would also cause traffic disruptions by stopping traffic on the Oxley Highway.
Out of scope	2	Major realignment of the Oxley Highway is required to enable all users to have a clear vision in all directions.	Major realignment of the Oxley Highway requires additional funding for property acquisition and relocating underground services. These suggestions are outside the scope of this project.
	1	Council has collected contributions for the upgrade of King Creek Road but has not commence work, hence the upgrade should be done together.	King Creek Road is a local road managed by Port Macquarie Hastings Council. Transport will liaise with Council during any upgrade development works involved in the planning of local roads next to the Oxley Highway.
	1	Upgrade Sarahs Crescent or relocate the intersection east before Sarahs Creek Bridge to connect with King Creek Road (through open space).	The recent announcement of funding to improve safety at the Oxley Highway and King Creek Road intersection does not include plans to upgrade King Creek Road and Sarah Crescent. Your feedback will be shared with our Transport Planning team.

Issue category	Number of submissions	Issues raised	Transport response
	1	Reduce number of cars by providing a bus stop near the intersection so commuters have the option to park and get on a Wauchope – Port Macquarie Bus.	Transport acknowledges the importance of public transport within the NSW transport network. These suggestions have been referred to the appropriate section of Transport.
	1	Public transport may help to reduce the number of cars from King Creek Road.	
	1	Safer bike lanes for cyclists.	Transport acknowledges the submission from the cycling community and the suggestion will be considered in future planning of the Oxley Highway corridor.
	1	Approach a software company to recreate the region based on Google maps, estimate population growth and traffic volume to determine how the suggestions of slip lane, roundabout, traffic lights would perform at the intersection.	This traffic modelling capability already exists within Transport. Initial traffic modelling, incorporating these features has been carried out.
	1	Restrict the length and weight of heavy vehicles.	Freight routes will be considered at this intersection throughout the development of the project.

Conclusion

After carefully considering the feedback received, Transport will be proceeding with the proposed short term option, that would meet the needs to improve safety and efficiency of the intersection, within the allocated funding from the NSW Government. Work is expected to be completed by end of November 2022.

We have listened to the community and will not be progressing with the medium term option. Additionally, further investigations into a small roundabout and eastbound slip lane will be carried out. The implementation of this option is dependent on funding availability and environmental approvals.

Transport acknowledges all the feedback received in support of a roundabout or traffic lights. Both of these solutions require longer development time to support a business case for funding, noting work is currently being progressed on a roundabout option.

Next steps

Transport will work closely with stakeholders and local residents on the future development of the project by:

- informing the community and stakeholders of consultation outcomes and the next steps for the proposal by the distribution of this report
- ensuring community and stakeholder comments and suggestions are considered when finalising the implementation of the short term changes
- continuing to carry out communication activities as the project progresses and informing the community through the Transport website and project notifications.

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

Appendix A - Have your say project update November 2021

NSW GOVERNMENT

Transport for NSW

Proposed safety improvements on the Oxley Highway and King Creek Road intersection at Wauchope

Have your say - November 2021

Background

The NSW Government is investing in improvements at the Oxley Highway and King Creek Road intersection to improve the safety and efficiency of the intersection.

Between 2015 and 2020 there were eight crashes at the intersection of the Oxley Highway and King Creek Road. These crashes included three serious injury crashes, eight moderate injury crashes and one non-casualty crash.

Transport for NSW has been developing short, medium and long-term strategies to improve safety at this intersection in response to safety and efficiency issues raised by the community. Community members have advocated for both short-term and long-term strategies to address both safety and traffic growth in the area.

The Oxley Highway road corridor is significantly constrained at the King Creek intersection due to water, power and optic fibre services to the north; properties and nearby houses to the south; and bridges and culverts to the east/ west. This means that potential options such as a roundabout or traffic signals require a longer development time and detailed investigations in the planning phase to ensure they are able to operate safety and efficiently.

Transport for NSW is now seeking community feedback on short and medium-term strategies to improve safety while longer term solutions are investigated.

Short term improvements

We are working towards installing permanent vehicle activated signage (VAS) in both directions on the Oxley Highway in the first half of 2022 to warn motorists of the upcoming intersection. This process involves environmental and survey investigations, design of footings and a formal procurement process.

While the planning for the permanent VAS installation continues we will install trailer mounted variable message signage (VMS) from 22 November 2021 as an interim strategy. We will also trim vegetation to improve sight lines along the Oxley Highway on the approach to King Creek Road. We are doing this because of anticipated increases in traffic volumes following the lifting of Covid restrictions. We will provide the community with an update on timing for installation of the VAS when timeframes are confirmed.

Have your say

We are also proposing medium-term strategies to improve safety at the intersection, which we could implement as soon as possible with available funding. Our medium-term strategies are shown on the map over leaf. Transport is seeking your feedback on our proposal by **5pm on Friday 17 December 2021**.

We are seeking community feedback on strategies to improve safety

November 2021

Project timeline: Medium-term strategies

- Planning and investigations
- Consultation on the proposed intersection upgrade (WE ARE HERE)
- Community consultation report February 2022
- Approval to proceed March 2022
- Finalise detailed design mid-2022
- Start construction* late-2022
- Open to traffic* late-2023

*timing to be confirmed

Have your say

Transport for NSW is inviting feedback from the community about medium-term safety improvements at the Oxley Highway and King Creek Road intersection at Wauchope.

Our proposal is described in detail overleaf.

The community is invited to comment by 5pm on Friday 17 December 2021 to:

regionaldirectorassets-strategy@transport.nsw.gov.au

or

Transport for NSW,
PO Box 576,
Grafton, NSW 2460.

Our contact details are shown in the box below.

Next steps

- Transport will carefully consider all the feedback received and will publish a community consultation report in early 2022
- We will return to the project area to install the VAS in the first half of 2022
- Planning, including environmental and survey investigations, will continue and would inform the final design of the medium-term strategies
- Transport will continue to investigate and seek funding for longer term safety improvements at the intersection such as a roundabout or traffic lights
- We will continue to keep the community informed as the project progresses.

Contact us:

For more information about this project please contact our Project Manager on:

0409 281 628

regionaldirectorassets-strategy@transport.nsw.gov.au

nswroads.work/king-creek-road

King Creek Road Intersection
Transport for NSW
PO Box 576
Grafton NSW 2460

Environmental and survey investigations will continue to inform the final design

We will publish a community consultation report in early 2022

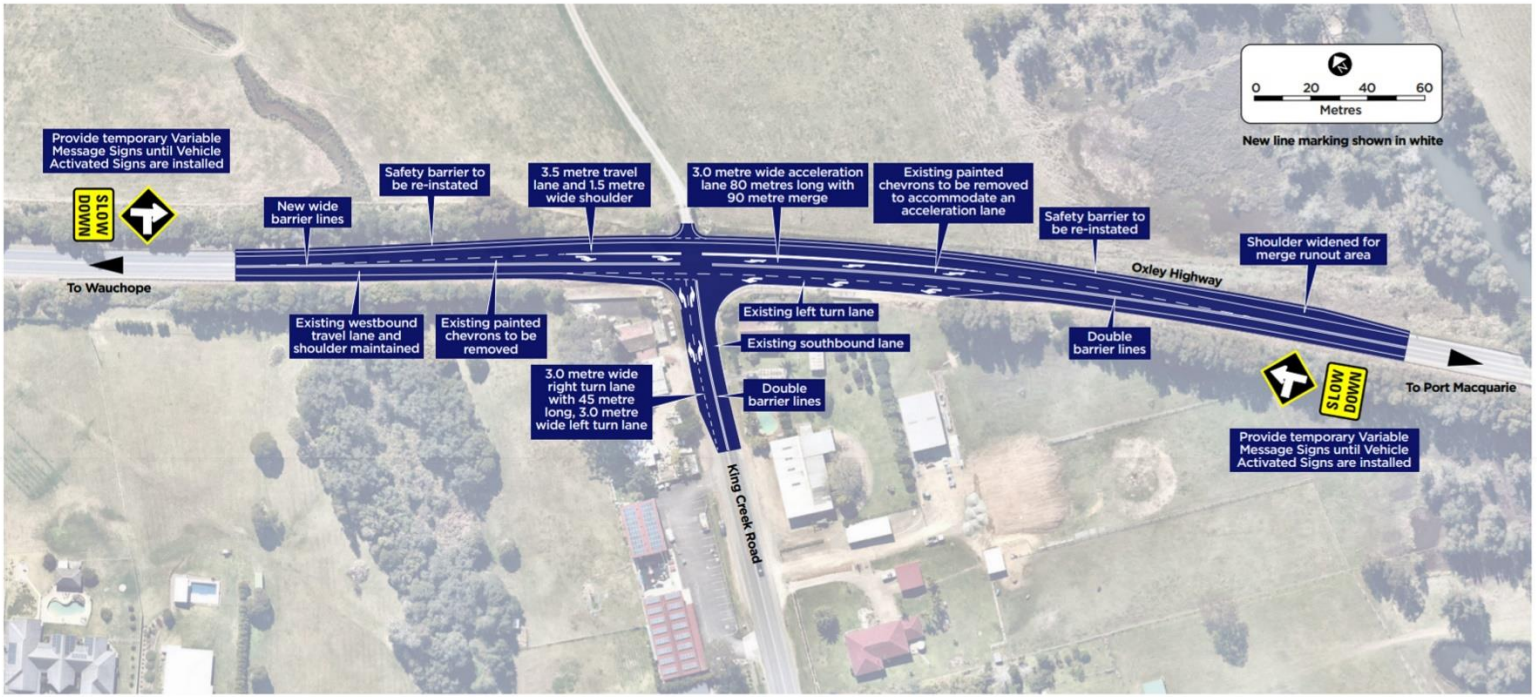
This document contains important information about Transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call 0409 281 628. The interpreter will then assist you with translation.

Privacy: Transport for NSW (TfNSW) is subject to the *Privacy and Personal Information Protection Act 1998* ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery 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 TfNSW will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by TfNSW. You have the right to access and correct the information if you believe that it is incorrect

Pub No. 21.283

transport.nsw.gov.au

Improvements at the Oxley Highway and King Creek Road intersection



The proposal

The safety improvements at the King Creek Road and Oxley Highway intersection would include:

- Installing vehicle activated signs (solar operated) to warn east and west bound motorists of vehicles turning out of King Creek Road and turning right into King Creek Road.
- Providing a left turn lane, 45m in length, in King Creek Road.
- Providing a two staged merging lane with increased median width for motorists turning right from King Creek Road.
- Removing the existing channelised right turn treatment.
- Maintaining right and left turn movements from the Oxley Highway into King Creek Road.
- Resurfacing the road in the project area.

improving the intersection

improve safety and reduce severity of crashes

Key benefits

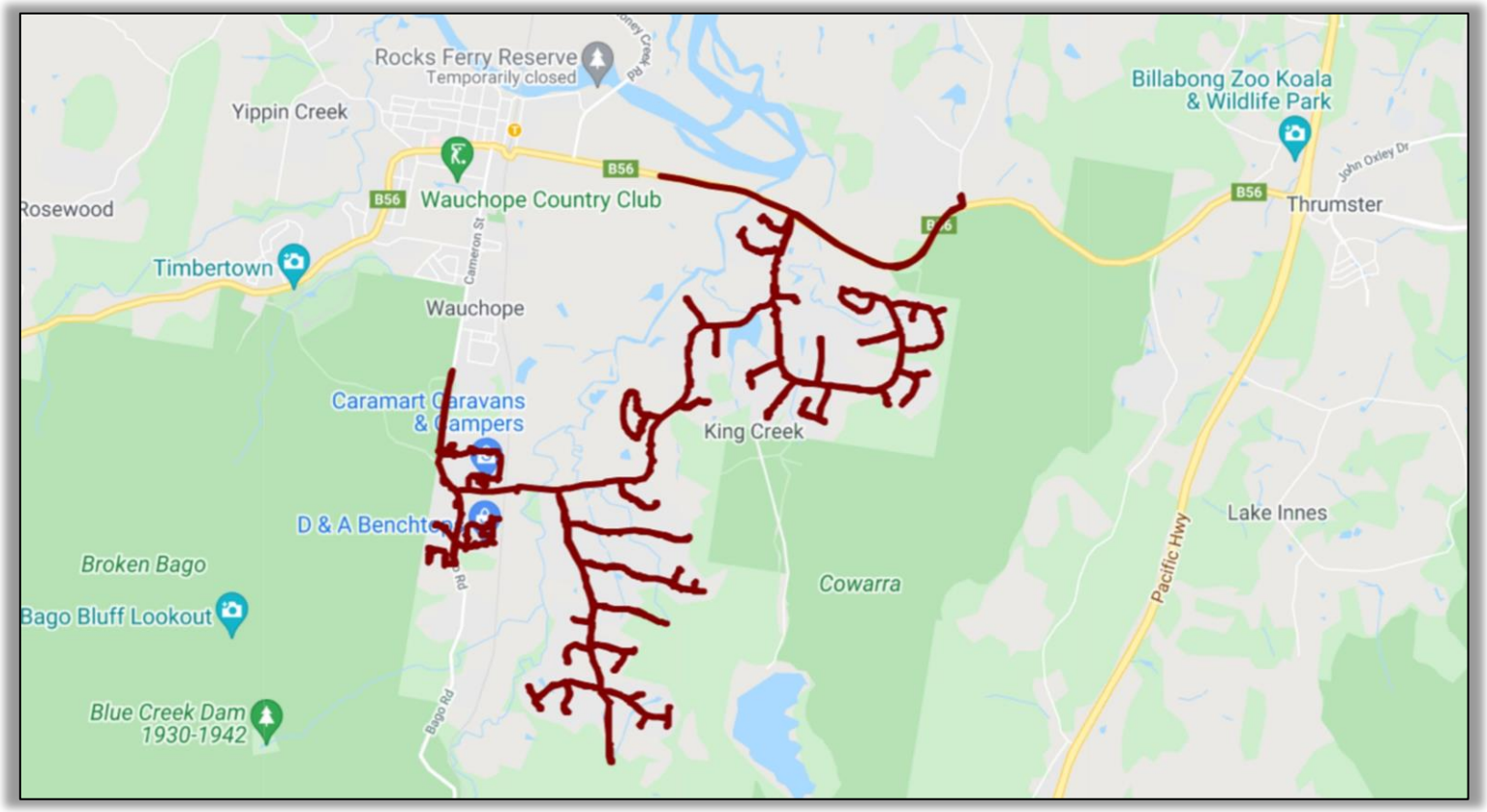
The intersection improvements would provide:

- The merging lane for motorists turning right from King Creek Road would provide additional width for motorists to access the two-stage auxiliary lane. This would enable drivers to turn with greater safety.
- The merging lane for motorists turning right from King Creek Road would improve the capacity of the intersection and reduce the right turn queue lengths.
- Vehicle Activated Signs (VAS) on the Oxley Highway approaches to the intersection would warn motorists that vehicles are approaching the King Creek Road intersection.
- The short left-turn lane out of Kings Creek Road would provide motorists who want to turn right out of the intersection with the opportunity to pass queued traffic.
- The proposal would improve the current King Creek Road queue lengths during morning peak period for traffic turning right.
- The proposal would not impact on public utilities.
- No property acquisition would be required as a part of the proposal.

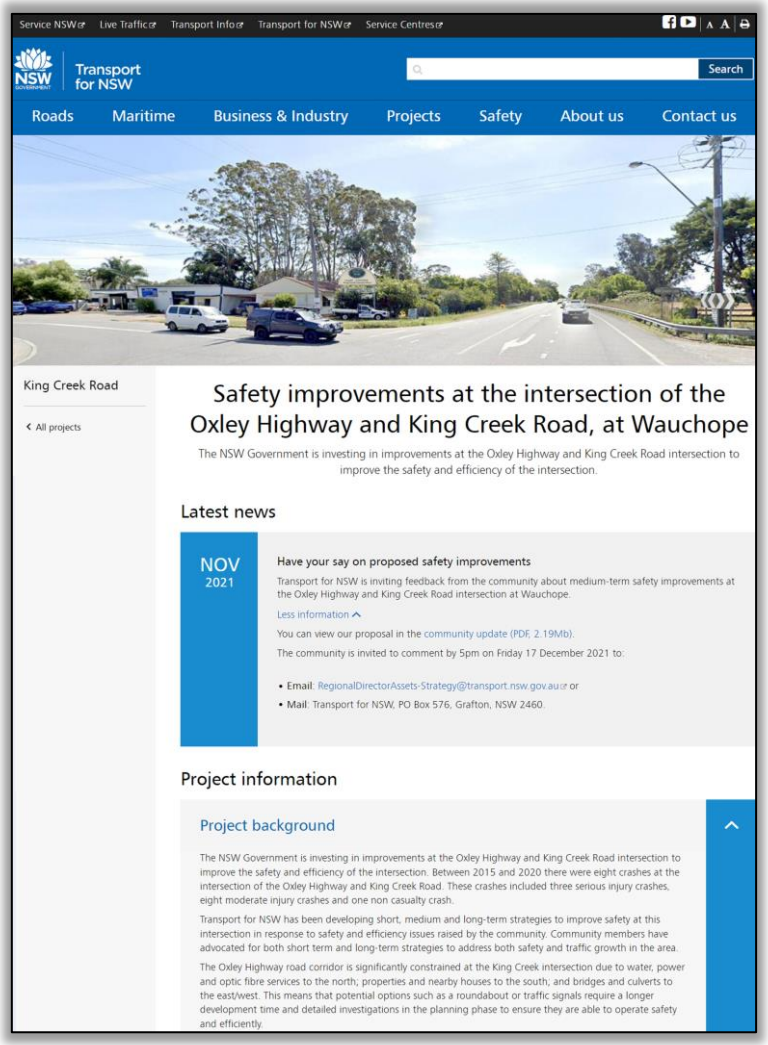
transport.nsw.gov.au

Proposed safety improvements on King Creek Road and Oxley Highway intersection, Wauchope - Have your say

Appendix B – Distribution Area November 2021



Appendix C – Project webpage HYS November 2021



Service NSW | Live Traffic | Transport Info | Transport for NSW | Service Centres

Transport for NSW

Search

Roads | Maritime | Business & Industry | Projects | Safety | About us | Contact us

King Creek Road

< All projects

Safety improvements at the intersection of the Oxley Highway and King Creek Road, at Wauchope

The NSW Government is investing in improvements at the Oxley Highway and King Creek Road intersection to improve the safety and efficiency of the intersection.

Latest news

NOV 2021

Have your say on proposed safety improvements

Transport for NSW is inviting feedback from the community about medium-term safety improvements at the Oxley Highway and King Creek Road intersection at Wauchope.

Less information

You can view our proposal in the community update (PDF, 2.19Mb).

The community is invited to comment by 5pm on Friday 17 December 2021 to:

- **Email**: RegionalDirectorAssets-Strategy@transport.nsw.gov.au or
- **Mail**: Transport for NSW, PO Box 576, Grafton, NSW 2460.

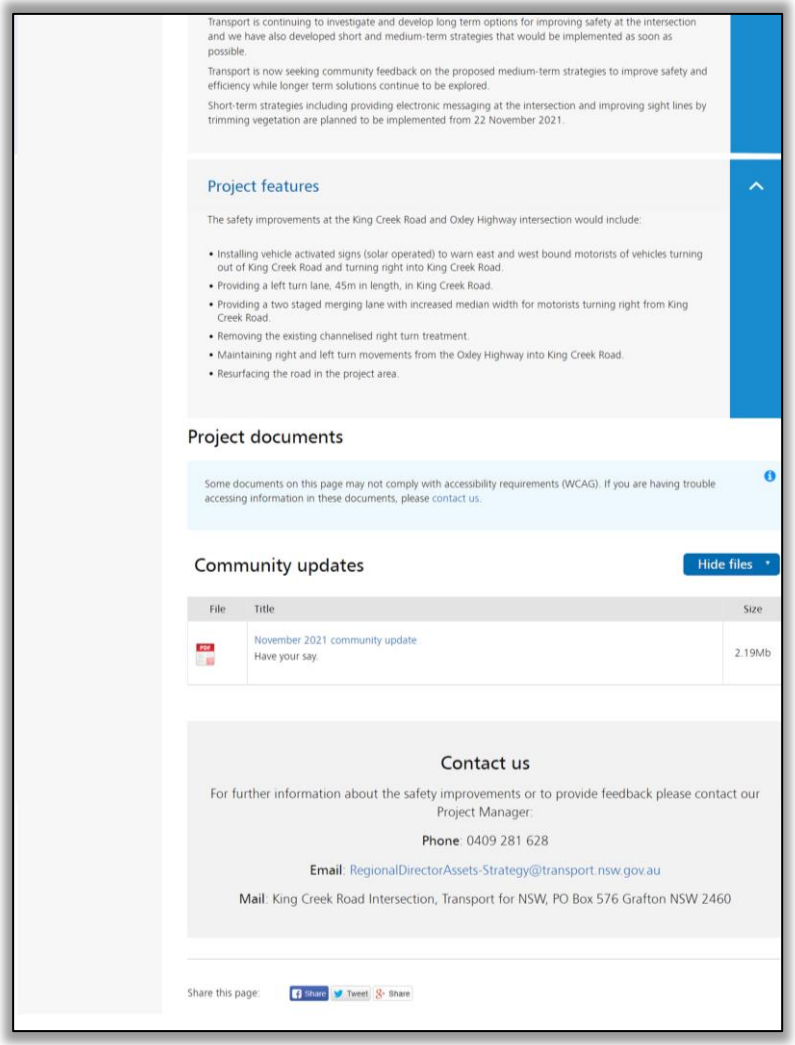
Project information

Project background

The NSW Government is investing in improvements at the Oxley Highway and King Creek Road intersection to improve the safety and efficiency of the intersection. Between 2015 and 2020 there were eight crashes at the intersection of the Oxley Highway and King Creek Road. These crashes included three serious injury crashes, eight moderate injury crashes and one non casualty crash.

Transport for NSW has been developing short, medium and long-term strategies to improve safety at this intersection in response to safety and efficiency issues raised by the community. Community members have advocated for both short term and long-term strategies to address both safety and traffic growth in the area.

The Oxley Highway road corridor is significantly constrained at the King Creek intersection due to water, power and optic fibre services to the north; properties and nearby houses to the south; and bridges and culverts to the east/west. This means that potential options such as a roundabout or traffic signals require a longer development time and detailed investigations in the planning phase to ensure they are able to operate safety and efficiently.



Transport is continuing to investigate and develop long term options for improving safety at the intersection and we have also developed short and medium-term strategies that would be implemented as soon as possible.

Transport is now seeking community feedback on the proposed medium-term strategies to improve safety and efficiency while longer term solutions continue to be explored.

Short-term strategies including providing electronic messaging at the intersection and improving sight lines by trimming vegetation are planned to be implemented from 22 November 2021.

Project features

The safety improvements at the King Creek Road and Oxley Highway intersection would include:

- Installing vehicle activated signs (solar operated) to warn east and west bound motorists of vehicles turning out of King Creek Road and turning right into King Creek Road.
- Providing a left turn lane, 45m in length, in King Creek Road.
- Providing a two staged merging lane with increased median width for motorists turning right from King Creek Road.
- Removing the existing channelised right turn treatment.
- Maintaining right and left turn movements from the Oxley Highway into King Creek Road.
- Resurfacing the road in the project area.

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.

Community updates

Hide files

File	Title	Size
PDF	November 2021 community update Have your say.	2.19Mb

Contact us

For further information about the safety improvements or to provide feedback please contact our Project Manager:

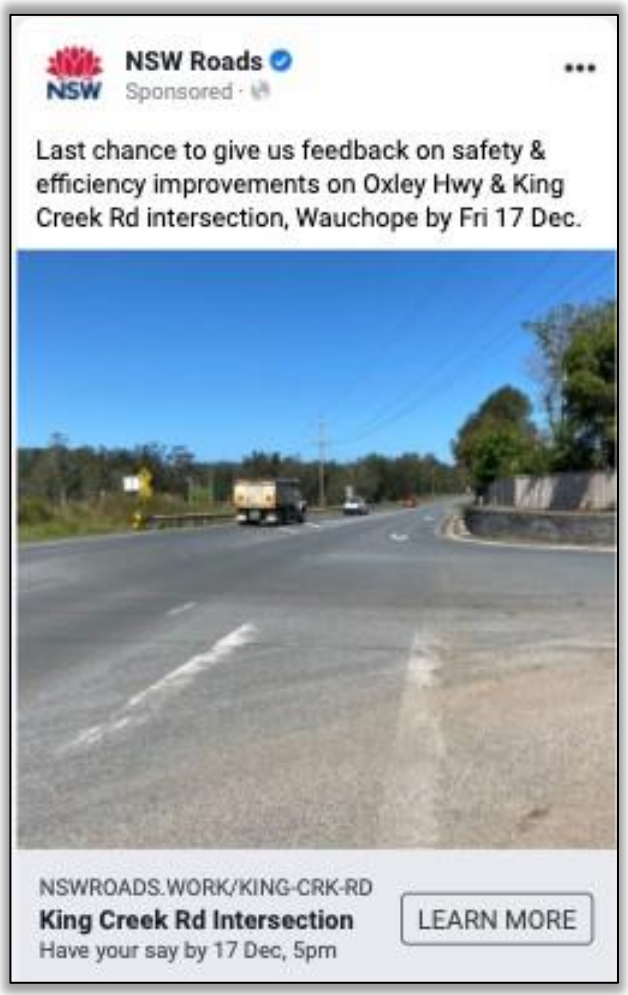
Phone: 0409 281 628

Email: RegionalDirectorAssets-Strategy@transport.nsw.gov.au

Mail: King Creek Road Intersection, Transport for NSW, PO Box 576 Grafton NSW 2460

Share this page: Share | Tweet | Share

Appendix D – Social Media Posts



© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.

22.196
ISBN: 978-1-922875-21-1

NSW GOVERNMENT