

Canterbury Road, Dulwich Hill and Hurlstone Park

Intersection improvements

Roads and Maritime Services | December 2017

Executive summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders on a proposal to improve traffic flow and safety on Canterbury Road, Dulwich Hill and Hurlstone Park.

The NSW Government is funding this proposal as part of its \$300 million Urban Roads Pinch Points Program, which aims to reduce congestion and improve travel times on Sydney's busiest road corridors, particularly during weekday peak periods.

This proposal aims to increase capacity for vehicles turning right from Canterbury Road into New Canterbury Road, widening Canterbury Road and carrying out additional changes to turning and parking restrictions on surrounding roads to improve traffic flow and safety at the intersection.

Roads and Maritime invited feedback on the proposal in May and June. We received feedback from 36 people, with 11 people supporting the proposal, two people with conditional support, seven who opposed the proposal and 16 who did not state a preference.

As part of the feedback, there were 13 comments suggesting additional changes to the operational performance of the intersection, including adding a dual right turn lane, alternative right-turn restrictions and restricting access into Griffiths Street and others surrounding roads.

The seven people who opposed the proposal raised concerns including further traffic congestion and travel times in the area.

We thank everyone for considering the proposal and for their feedback.

The decision

After considering all responses, carrying out a detailed study of parking at the intersection, and considering the proposal's aims and design requirements, we have decided to proceed with the proposal with the following changes:

- Changing the middle lane to a shared through and right turn lane on Canterbury Road
- Removing right turns from Canterbury Road into Wattle Lane due to safety
- Maintaining left and right turns from Wattle Lane into Canterbury Road
- Extending the 'No Stopping' sign eastbound on New Canterbury Road about 30 metres from the intersection and removing five parking spaces to enable right turn movements from Canterbury Road to improve traffic flow and capacity
- Replacing the existing 'No Parking' sign southbound on Old Canterbury Road with a 'No Stopping' sign about 25 metres from the intersection to improve traffic flow
- Adding morning peak 'No Parking' southbound on Old Canterbury Road about 35 metres after the 'No Stopping' area, restricting three parking spaces, to improve traffic flow and capacity.

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

Contents

Executive summary	3
The decision	3
1. Introduction	5
1.1. Background.....	5
1.2. The proposal.....	5
2. Consultation approach	8
2.1. Consultation objectives	8
2.2. How consultation was done	8
3. Consultation summary	9
3.1. Overview.....	9
3.2. Feedback and Roads and Maritime’s responses.....	9
4. Decision	21
5. Next steps.....	21
6. Appendices	22
6.1. Appendix A – ‘Have your say’ letter May 2017	22
6.3. Appendix B – Distribution map.....	24

Figures and tables

Figure 1 – Original proposed improvements on Canterbury Road, Dulwich Hill and Hurlstone Park	6
Figure 2 – Updated improvements on Canterbury Road, Dulwich Hill and Hurlstone Park.....	7
Table 1- Feedback summary and Roads and Maritime's responses	10

1. Introduction

1.1. Background

The intersection of New Canterbury Road, Old Canterbury Road, Canterbury Road and Griffiths Street has been included in the NSW Government's \$300 million Urban Roads Pinch Points Program.

The Program aims to reduce congestion and improve traffic flows on 32 of Sydney's busiest road corridors over the next 10 years.

Currently, there is a high volume of traffic passing through the intersection of New Canterbury Road, Old Canterbury Road, Canterbury Road and Griffiths Street during morning and afternoon peak periods. The high volume of traffic turning right from Canterbury Road to New Canterbury Road causes delays to northbound vehicles travelling through the intersection.

A corridor report for Canterbury Road, "Traffic corridor planning for Canterbury Road Corridor: Liverpool to Enmore", prepared by Roads and Maritime in May 2012, identified the need for reconfiguration of the lane designation to reflect the current traffic movements at the site.

1.2. The proposal

Roads and Maritime is proposing to improve traffic flow and ease congestion at the intersection New Canterbury Road, Old Canterbury Road, Canterbury Road and Griffiths Street.

The proposal included:

- Installing a new right-turn lane from Canterbury Road into New Canterbury Road
- Widening the eastern side of Canterbury Road about 3.5 metres between New Canterbury Road and Crinan Street to allow for a new right-turn bay
- Removing the existing pedestrian fence, vegetation and signs located on the eastern side of Canterbury Road
- Removing the left-turn slip lane on Old Canterbury Road into New Canterbury Road and the existing pedestrian refuge island
- Removing right turn in and out of Wattle Lane onto Canterbury Road
- Removing and installing new road signs
- Adjusting pedestrian crossings
- Investigating and relocating the existing traffic lights and utilities
- Removing and replacing asphalt and adjusting kerb and gutter
- Adjusting the existing line marking.

We have included a map of the original proposal to show the location of the intersection improvements.

Location of proposed improvements on Canterbury Road, Dulwich Hill & Hurlstone Park



Figure 1 – Original proposed improvements on Canterbury Road, Dulwich Hill and Hurlstone Park

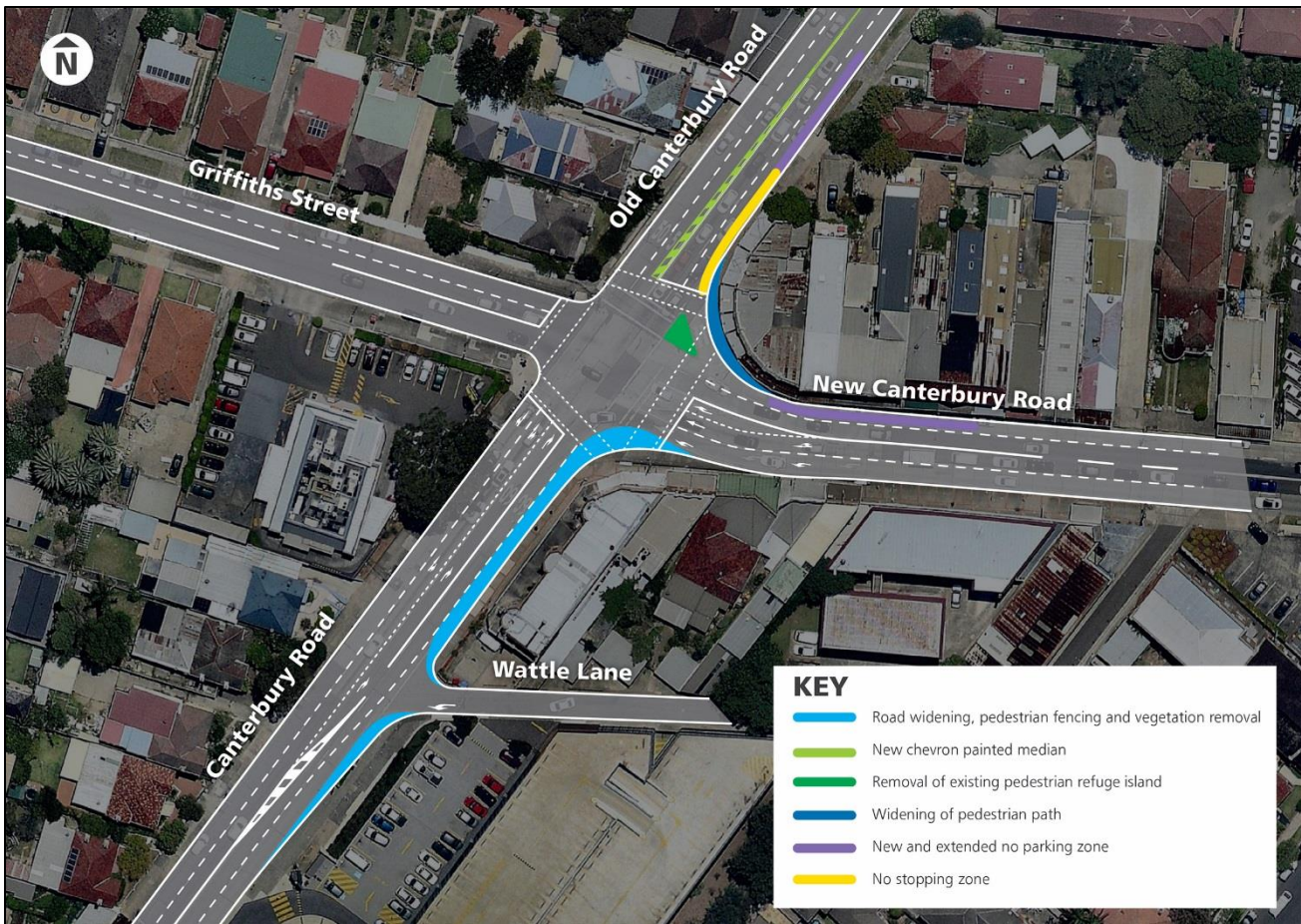


Figure 2 – Updated improvements on Canterbury Road, Dulwich Hill and Hurlstone Park

2. Consultation approach

2.1. Consultation objectives

We consulted with the community and key stakeholders on the proposal to:

- Seek comment, feedback, ideas, and suggestions for us to consider when making a decision
- Build a database of interested and concerned community members we can continue to engage during the proposal's development and delivery.

2.2. How consultation was done

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

We distributed 5,000 letters (Appendix A) to local residents, businesses and key stakeholders, (Appendix B) inviting feedback on the proposal. Copies were also provided to key stakeholders.

We also door knocked Canterbury-Hurlstone Park RSL Club, Celebration Cakes and Domino's Pizza on Canterbury Road.

3. Consultation summary

3.1. Overview

We received feedback from 36 people, with 11 people supporting the proposal, two people conditionally supporting the proposal, seven opposing the proposal and 16 who did not state a preference.

As part of the feedback, there were 13 comments suggesting further operational improvements to the performance of the intersection, including:

- A dual right hand turn lane should be implemented at the intersection of Canterbury Road and New Canterbury Road
- No right-turn into Griffiths Street should be implemented to improve safety
- An additional right-turn lane and the widening of the eastern side of Canterbury Road is not necessary
- Removing the left slip lane on Old Canterbury Road into New Canterbury Road is not necessary
- Right-turn arrow phasing should be installed as part of the traffic lights for traffic turning from New Canterbury Road into Old Canterbury Road to improve traffic flow and safety
- Right-turn arrow phasing should be installed as part of the traffic lights from Griffiths Street into Canterbury Road to improve traffic flow and safety.

The seven people who opposed the proposal raised concerns including traffic congestion and increased travel times in the area.

After considering all responses, carrying out a detailed study of parking at the intersection, and considering the proposal's aims and design requirements, we have decided to proceed with the proposal with the following changes:

- Changing the middle lane to a shared through and right turn lane on Canterbury Road
- Removing right turns from Canterbury Road into Wattle Lane due to safety
- Maintaining left and right turns from Wattle Lane into Canterbury Road
- Extending the 'No Stopping' sign eastbound on New Canterbury Road about 30 metres from the intersection and removing five parking spaces to enable right turn movements from Canterbury Road to improve traffic flow and capacity
- Replacing the existing 'No Parking' sign southbound on Old Canterbury Road with a 'No Stopping' sign about 25 metres from the intersection to improve traffic flow
- Adding morning peak 'No Parking' southbound on Old Canterbury Road about 35 metres after the 'No Stopping' area, restricting three parking spaces, to improve traffic flow and capacity.

3.2. Feedback and Roads and Maritime's responses

Roads and Maritime has provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented, as well as in this report which will be made available to the public.

All comments were considered to help Roads and Maritime make decisions on this proposal. Matters raised during consultation not within Roads and Maritime's area of responsibility were forwarded to the relevant departments.

Table 1- Feedback summary and Roads and Maritime's responses

Category	Matter raised	Roads and Maritime's response
<p>Increased traffic congestion, travel times and vehicle access issues in the area</p>	<p>The proposal will cause further traffic congestion and travel times in the area.</p>	<p>A review of the road corridor and traffic modelling identified the need for intersection improvements and an additional right-turn bay for northbound vehicles travelling from Canterbury Road into New Canterbury Road to improve traffic flow and safety.</p> <p>By adding a right-turn bay on Old Canterbury Road the current congestion, caused by the right-turn traffic at the intersection, will be reduced and the efficiency of the intersection increased.</p>
<p>Traffic capacity from Canterbury Road into New Canterbury Road</p>	<p>Does the right-turn lane on Canterbury Road allow for traffic to turn right into New Canterbury Road?</p>	<p>The proposal includes an increased capacity for road users to turn from Canterbury Road into New Canterbury Road by increasing the length of the shared right turn lane and an adding a second turning lane to improve traffic flow and safety.</p>
<p>Further suggestions to the operational performance of the intersection of Canterbury Road/New Canterbury Road and Griffiths Street</p>	<p>A dual right hand turn lane should be implemented at the intersection of Canterbury Road and New Canterbury Road.</p>	<p>In addition to the existing shared right-turn lane, the proposal includes a second right turn lane.</p> <p>The proposal includes an increased capacity for road users to turn from Canterbury Road into New Canterbury Road by increasing the length of the shared right turn lane and adding a second turning lane to improve traffic flow and safety.</p>
	<p>Implement a no right-turn into Griffiths Street to improve safety.</p>	<p>Currently right-turns are not permitted from Old Canterbury Road into Griffiths Street.</p>

Category	Matter raised	Roads and Maritime's response
	<p>An additional right-turn lane and the widening of the eastern side of Canterbury Road is not necessary.</p>	<p>A corridor report for Canterbury Road, "Traffic corridor planning for Canterbury Road Corridor: Liverpool to Enmore", prepared by Roads and Maritime in May 2012, identified the need for reconfiguration of the lane designation due to the high volume of traffic turning right from Canterbury Road to New Canterbury Road blocking northbound vehicles travelling through the intersection.</p> <p>Traffic modelling indicates the additional right-turn lane will increase the capacity of the intersection of Canterbury Road and New Canterbury Road.</p>
	<p>Removing the left slip lane on Old Canterbury Road into New Canterbury Road is not necessary.</p>	<p>Removing the left slip lane is required to allow for the widening of the eastern side of Canterbury Road and to install the additional right-turn bay.</p>
	<p>Install right-turn arrow phasing as part of the traffic lights for traffic turning from New Canterbury Road into Old Canterbury Road to improve traffic flow and safety.</p>	<p>Traffic modelling indicates the installation of an additional arrow phasing as part of the traffic lights would further increase queuing and waiting times – reducing the overall traffic flow and capacity of the intersection and increasing congestion.</p>
	<p>Install right-turn arrow phasing as part of the traffic lights from Griffiths Street into Canterbury Road to improve traffic flow and safety.</p>	
<p>Wattle Lane turning movements</p>	<p>Maintain right-turn movements from Canterbury Road into Wattle Lane to allow RSL patrons travelling northbound to access the RSL car park.</p>	<p>An independent road safety audit was carried out on the right turn movements in and out of Wattle Lane onto Canterbury Road. As a result right turn movements in to Wattle Lane from Canterbury Road will be restricted due to safety. Vehicles turning left and right out of Wattle Lane</p>

Category	Matter raised	Roads and Maritime's response
	<p>If the right-turn into Wattle Lane is removed, Floss Street will be used as an alternative route to access the RSL car park.</p> <p>Convert Wattle Lane into a one-way street.</p> <p>Do not remove right-turns out of Wattle Lane into Canterbury Road.</p> <p>Do not convert Wattle Lane to a one-way street.</p> <p>Extend right-turn lane on Canterbury Road further south to allow more capacity to turn right into Wattle Lane.</p>	<p>onto Canterbury Road will be maintained.</p> <p>Wattle Lane is under the care and control of Inner West Council. For matters relating to road restrictions on Wattle Lane it is recommended to contact council on 9392 5000 or at council@innerwest.nsw.gov.au for consideration.</p>
<p>Parking and clearways at the intersection of Canterbury Road and New Canterbury Road</p>	<p>Install a 24-hour clearway for Canterbury Road and New Canterbury Road with regular towing of vehicles not complying.</p>	<p>Clearways at the intersection of Canterbury Road and New Canterbury Road were reviewed following community feedback received and further design modelling was done.</p>

Category	Matter raised	Roads and Maritime's response
	<p>Why is parking permitted/can it be restricted on the western side of Canterbury Road between New Canterbury Road and Crinan Street?</p>	<p>As a result, no stopping zones on both New Canterbury Road and Old Canterbury Road will be amended to improve traffic flow and safety, including:</p> <ul style="list-style-type: none"> • Extending the No Stopping zone eastbound on New Canterbury Road about 30 metres from the intersection and removing five parking spaces • Replacing the existing No Parking zone southbound on Old Canterbury Road with a No Stopping zone about 25 metres from the intersection • Replacing the existing clearway southbound on Old Canterbury Road with a No Parking zone a further 35 metres from the intersection and removing three parking spaces during AM peak periods.
<p>Pedestrian footpath on the corner of Old Canterbury Road and New Canterbury Road</p>	<p>The pedestrian footpath on the corner of Old Canterbury Road and New Canterbury Road should not be widened, as it is unnecessary.</p> <p>Why is the pedestrian path on the corner of Old Canterbury Road and New Canterbury Road being widened?</p>	<p>The widening of the footpath on the corner of Old Canterbury Road and New Canterbury Road will improve pedestrian safety, and reduce pedestrian travel time across Old Canterbury Road.</p>
<p>Removal of pedestrian refuge island on New Canterbury Road</p>	<p>Removal of the pedestrian island is not necessary/dangerous.</p> <p>Removing the pedestrian refuge island will be hazardous to disabled pedestrians.</p>	<p>The improvements will include removing the left-turn slip lane on New Canterbury Road into Canterbury Road and the existing pedestrian refuge island to improve traffic flow and safety.</p> <p>The existing pedestrian lights currently located on the pedestrian island will be relocated to the pedestrian path.</p> <p>After the refuge island is removed, pedestrian crossing time will be extended to ensure safe pedestrian access across New Canterbury Road.</p>

Category	Matter raised	Roads and Maritime's response
<p>Pedestrian access at the intersection of Canterbury Road and New Canterbury Road</p>	<p>Ensure all pedestrian crossings at the intersection of Canterbury Road and New Canterbury Road are taken into proper consideration for children and the elderly.</p>	<p>The improvements will include widening Canterbury Road to allow for an additional right turn lane to improve traffic flow and safety on Canterbury Road into New Canterbury Road.</p> <p>The road widening will result in a partial reduction of the eastern pedestrian footpath; however, pedestrian access will be maintained.</p>
	<p>Will pedestrian access still be available on the eastern side of Canterbury Road after the road is widened? If so, ensure enough space is maintained.</p>	<p>The widening of the footpath on the corner of Old Canterbury Road and New Canterbury Road will improve pedestrian safety, and reduce pedestrian travel time across Old Canterbury Road.</p>
	<p>The proposal will result in loss of footpath space.</p>	
	<p>Has pedestrian modelling been carried out, as well as consultation with schools?</p>	<p>Pedestrian modelling was carried out and considered in the development of the design.</p> <p>A 'Have Your Say' letter on the proposal's concept design was posted out as part of a public consultation process in May 2017. We distributed 5,000 letters to local residents, businesses and key stakeholders, including schools, inviting feedback on the proposal. Copies were also provided to key stakeholders.</p> <p>Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the project team.</p> <p>Canterbury-Hurlstone Park RSL Club, Celebration Cakes and Domino's Pizza were doorknocked and advised of the impact from the widening of the eastern side of Canterbury Road.</p>

Category	Matter raised	Roads and Maritime's response
	The pedestrian crossing should be diagonal, as well as perpendicular and timed with new traffic light phasing.	A diagonal and perpendicular pedestrian crossing (i.e. scramble or all-directional designed crossing) at the intersection of Canterbury Road and New Canterbury Road is not feasible, as it would increase traffic queue lengths, vehicle waiting times and reduce intersection performance.
Removal of pedestrian fencing and vegetation southbound on Canterbury Road (eastern side)	Will the existing pedestrian fence and vegetation on the eastern side Canterbury Road be replaced?	<p>The improvements include removing the existing pedestrian fence, vegetation and signs located on the eastern side of Canterbury Road.</p> <p>Due to the road being widened on Canterbury Road, the existing pedestrian fence and vegetation will not be replaced.</p>
Cyclist safety	No consideration has been made for cyclist safety at the intersection of Canterbury Road and New Canterbury Road. Cyclists also have no proper cyclists paths.	<p>The purpose of this consultation was to seek feedback on the proposed intersection improvements on Canterbury Road into New Canterbury Road, Dulwich Hill and Hurlstone Park. Improvements to cyclist safety and the installation of cyclist paths are not included within the scope of the proposal.</p> <p>The NSW Government understands the health benefits of cycling and is encouraging people to lead an active lifestyle. Since 2011, the NSW Government has invested historic levels of funding into building cycle ways and pedestrian infrastructure.</p> <p>To request a cycleway go to http://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/active-transport/index.html.</p>
Property at the intersection of Canterbury Road and New Canterbury Road	Will dilapidation surveys be carried out for properties affected by the proposal?	Dilapidation surveys may be carried out. Specific stakeholders will be contacted should a dilapidation survey be required.

Category	Matter raised	Roads and Maritime's response
	Will properties be required to be built back as a result of the widening of Canterbury Road?	Properties in the area will not be required to be built back from the road as a result of the proposal.
<p>Out of scope matters raised – further improvements to the area</p> <ul style="list-style-type: none"> • Other intersections and streets • Pedestrian safety • Road surfacing • Medium density housing • Public transport. 	<p>Install traffic lights and right-turn arrow phasing at Crinan Street/Queen into Canterbury Road to improve traffic flow, motorist and pedestrian safety.</p> <p>Relocate the pedestrian crossing and traffic lights outside the Catholic Parish of Dulwich Hill to the intersection of Myra Street and Union Street to improve motorist and pedestrian safety, as well as bus movements.</p> <p>Remove right turning movements from Crinan Street into Canterbury Road.</p> <p>Install traffic lights at Floss Street at the intersection of Crinan Street to improve traffic flow, reduce accidents and improve bus services.</p> <p>Repair the road surface on Canterbury Road and Church Street as it can be dangerous for scooters and motorcyclists.</p> <p>Erect a pedestrian fence on the eastern side of Canterbury Road to prevent pedestrians and RSL patrons from crossing the road illegally.</p>	<p>The purpose of this consultation was to seek feedback on the proposed intersection improvements on Canterbury Road into New Canterbury Road, Dulwich Hill and Hurlstone Park.</p> <p>Constructing major infrastructure, addressing other intersections in the area, extending clearways, additional pedestrian fence/barriers, medium density housing, traffic calming measures and road surfacing are not included within the scope of the proposal. The proposed improvements will help to ease congestion and improve traffic flow in the area.</p>

Category	Matter raised	Roads and Maritime's response
	Install a pedestrian crossing between New Canterbury Road/Griffiths Street and Duntroon Street to improve pedestrian safety.	
	The drain located at the intersection of Crinan Street and Queen Street should be corrected to allow buses to cross quicker.	
	Relocate the existing bus stop on New Canterbury Road and install a bus bay on Canterbury Road to improve traffic flow from New Canterbury Road into Canterbury Road.	
	Install a left-turn sign only for vehicles exiting McDonalds to improve traffic flow and safety.	
	Install a no right-turn sign from Old Canterbury Road into Elizabeth Avenue between 7am and 9.30am to improve safety and reduce noise.	
	Install a triangular pedestrian island and No Stopping signs on the corner of Melford Street and Dustaffnage Street to improve safety.	
	Install traffic lights at the intersection of Melford Street and New Canterbury Road to improve safety.	

Category	Matter raised	Roads and Maritime's response
	Install a structural sound pedestrian safety rail barrier running along New Canterbury Road to protect pedestrians walking along side it.	
	Sharpen the corner from Old Canterbury Road into New Canterbury Road to match the opposite corner of New Canterbury Road.	
	No consideration has been made for more public transport services in the area.	
	McDonald's on the corner of Griffiths Street is contributing to further traffic congestion and access issues.	
	Medium density housing on New Canterbury Road is contributing to further traffic congestion.	
	Will traffic calming measures be implemented?	
Out of scope – parking, clearways and no stopping zones	Extend the operation of clearways between New Canterbury Road, Griffiths Street, Kroombit Street, Dennison Road and Ocean Street to reduce on street parking congestion cause by commercial development.	<p>In December 2013, the NSW Government published the Sydney Clearways Strategy which identified routes on Sydney's road network that could benefit from new and extended clearways.</p> <p>Community members can nominate locations and times where you think there should be a clearway on a major arterial road in Sydney by making a submission at the following website: saferroadsnsw.com.au/clearways/NominateClearway.aspx</p>
	Install a No Stopping zone from Cobar Street to New Canterbury Road to improve traffic flow.	

Category	Matter raised	Roads and Maritime's response
	Install a 24 hour No Parking zone on either side of Canterbury Road, on Crinan Street and Queen Street sides to improve traffic flow.	
	Install No Parking and No Stopping zones between New Canterbury Road, Old Canterbury Road, Canterbury Road and Cooks River to improve traffic flow.	
	Extend No Stopping zone on Griffiths Street eastbound near McDonalds to improve traffic flow.	
	Add a clearway on Old Canterbury Road southbound between Elizabeth Street and Griffiths Street to improve traffic flow.	
	Why doesn't council provide substantial off street or basement parking in the area?	
Out of scope – local amenity	The proposal encourages through traffic but doesn't preference local amenity.	<p>The purpose of this consultation was to seek feedback on the proposed traffic and safety improvements on Canterbury Road into New Canterbury Road, Dulwich Hill and Hurlstone Park.</p> <p>Matters and concerns regarding developments in the area, parking, local street amenity, interconnections between local streets, local street flooding and other local road issues are under the care and control of Inner West Council. It is recommended to contact council on 9392 5000 or at council@innerwest.nsw.gov.au regarding these matters for consideration.</p>
	Improve amenities in the area and plant new trees where possible.	
	No consideration has been given for improvement to surrounding streets and suburbs.	

Category	Matter raised	Roads and Maritime's response
	<p>The proposal lacks integration with the Inner West Council's 'Traffic Management in North Dulwich Hill Plan'.</p>	<p>The purpose of this consultation was to seek feedback on the proposed traffic and safety improvements on Canterbury Road into New Canterbury Road, Dulwich Hill and Hurlstone Park.</p> <p>The Inner West Council's Local Area Traffic Management Plan for North Dulwich Hill addresses options for traffic management treatments and changes on the following local roads:</p> <ul style="list-style-type: none"> • Abergeldie, Lewisham, Arlington, Dulwich, Union, Elizabeth, William, Davis and Gelding streets • Constitution, Windsor, Denison and Hampstead roads • Dixson Avenue.

4. Decision

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

After considering all responses, carrying out a detailed study of parking at the intersection, and considering the proposal's aims and design requirements, we have decided to proceed with the proposal with the following changes:

- Changing the middle lane to a shared through and right turn lane on Canterbury Road
- Removing right turns from Canterbury Road into Wattle Lane due to safety
- Maintaining left and right turns from Wattle Lane into Canterbury Road
- Extending the 'No Stopping' sign eastbound on New Canterbury Road about 30 metres from the intersection and removing five parking spaces to enable right turn movements from Canterbury Road to improve traffic flow and capacity
- Replacing the existing 'No Parking' sign southbound on Old Canterbury Road with a 'No Stopping' sign about 25 metres from the intersection to improve traffic flow
- Adding morning peak 'No Parking' southbound on Old Canterbury Road about 35 metres after the 'No Stopping' area, restricting three parking spaces, to improve traffic flow and capacity.

5. Next steps

We have considered all submissions and will ensure our team is aware of concerns raised by the community. We will ensure issues highlighted by stakeholders and the community are appropriately addressed throughout the delivery of the project.

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

6. Appendices

6.1. Appendix A – ‘Have your say’ letter May 2017



May 2017

Have your say – Proposed traffic and safety improvements on Canterbury Road, Dulwich Hill and Hurlstone Park

The NSW Government is funding a proposal as part of its \$300 million Urban Roads Pinch Points Program, which aims to reduce congestion and improve travel time on Sydney’s busiest corridors.

Roads and Maritime Services is seeking your feedback on a proposal to improve traffic flow and safety at the intersection of New Canterbury Road, Old Canterbury Road, Canterbury Road and Griffiths Street.

This proposal includes:

- installing a new right turn lane from Canterbury Road into New Canterbury Road
- widening the eastern side of Canterbury Road about 3.5 metres between New Canterbury Road and Crinan Street to allow for a new right turn bay
- removing the existing pedestrian fence, vegetation and signs located on the eastern side of Canterbury Road
- removing the left turn slip lane on Old Canterbury Road into New Canterbury Road and the existing pedestrian refuge island
- removing right turn in and out of Wattle Lane onto Canterbury Road
- removing and installing new road signs
- adjusting the pedestrian crossing
- investigating and relocating existing traffic lights and utilities
- removing and replacing asphalt and adjusting kerb and gutter
- adjusting the existing line marking.

We have included a map to show the location of the project.

How you can give feedback

We invite your feedback on our proposal by **Monday 5 June**.

Please send your comments to our delivery partner, Ventia Boral Amey Joint Venture, on 1800 677 700 or nswenquiries@vbajv.com.au.

Ventia Boral Amey Joint Venture
PO Box 838
Rockdale NSW 2216.

For more information on our projects, visit rms.nsw.gov.au.

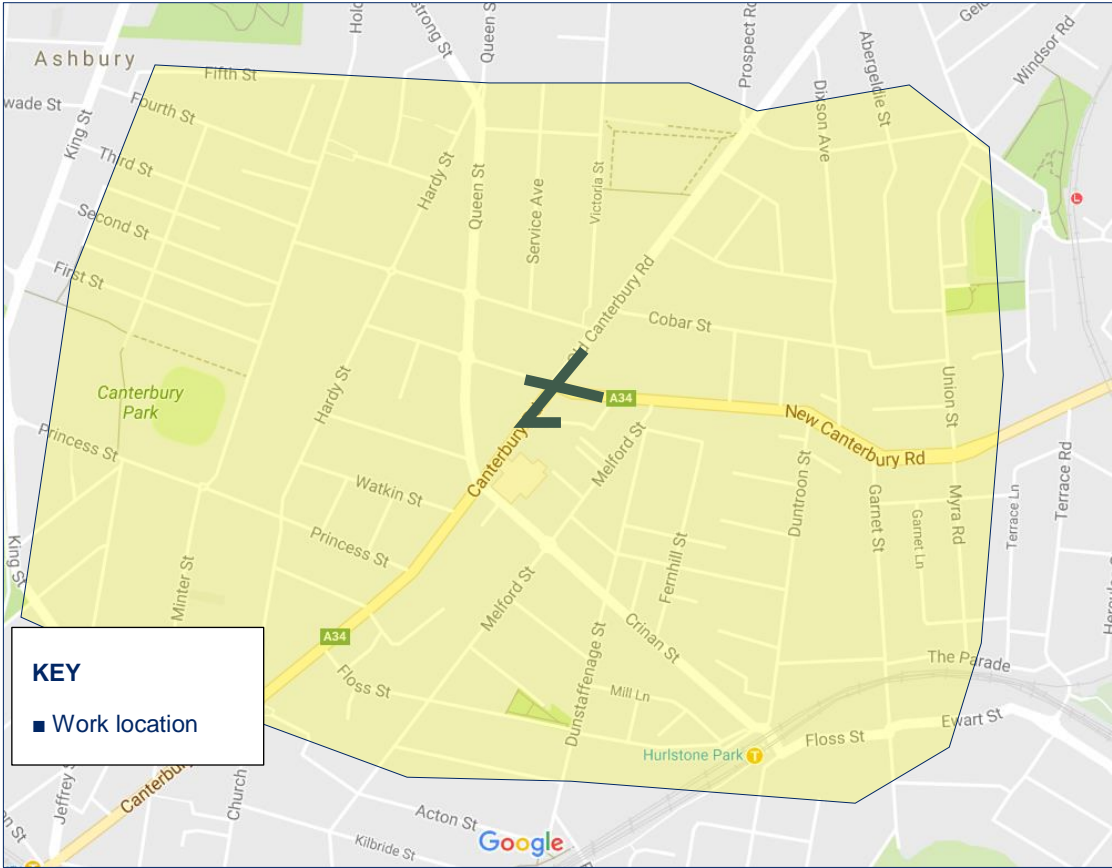
Location of proposed improvements on Canterbury Road, Dulwich Hill & Hurlstone Park



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on 131 450 and ask them to telephone Ventia Boral Amey Joint Venture on 1800 677 700.

6.3. Appendix B – Distribution map





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