

King Georges Road, Wiley Park proposed upgrades

Frequently Asked Questions

Roads and Maritime Services | February 2019



King Georges Road, Wiley Park intersection improvements

What are the project features?

The proposed improvements include:

- widening Canterbury Road on both the eastern and western approaches to the intersection to provide additional right turn lanes to King Georges Road
- changing the existing dual left turning lanes on Canterbury Road for vehicles turning into King Georges Road into a single give way slip lane
- realigning the left turn slip lanes on Canterbury Road in both directions to provide better vision for motorists preparing to turn left
- adjusting the existing entrance into Wiley Park and construction of a retaining wall on the boundary of Wiley Park
- relocating impacted underground/overhead utilities and equipment, including an existing speed camera on Canterbury Road
- constructing new road surface where required.

What are the project benefits?

- Improve traffic flow at the intersections
- Improve road safety and help reduce the number of crashes
- Ease congestion and improve travel time reliability
- Modelling shows each motorist regularly using the intersection during peak periods will save 5 hours a year. This equates to a benefit of more than \$10 million in the first year alone.

What community consultation was done?

In December, 2017, Roads and Maritime invited feedback on proposed improvements at the intersection of Canterbury Road and King Georges Road, Wiley Park.

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the proposal. We received feedback from 17 people with four people supporting the proposal, eight people against the proposal and five people who did not state a preference. There was one comment from the community regarding trees impacted by the project, requesting they be replaced.

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

For more information please view or download the consultation report: rms.nsw.gov.au/documents/projects/sydney-south/canterbury-rd-king-georges-rd-wiley-park/canterbury-king-georges-rds-consultation-report-2018-02.pdf

Why do the trees need to be removed?

The project aim is to address congestion at this busy intersection by widening the Canterbury Road.

This widening will require adjustments to the left turn from King Georges Road southbound into Canterbury Road, requires the acquisition of a narrow section along the south western corner of Wiley Park. This area is where the trees will need to be removed to allow for adjustment to the existing entrance into Wileys Park and the construction of a low height retaining wall.

Roads and Maritime requires the land to carry out the upgrade work. Without this land, the intersection upgrade will not proceed and traffic congestion will worsen.

Roads and Maritime held regular consultation meetings with Council throughout the design development process and presented plans and options to Council to limit the impacts on bushland to 22 trees, while still maintaining design standards and achieving the project objectives.

Roads and Maritime engaged experts to carry out investigations of the park and determined the work would not impact any Aboriginal scar trees.

Are there Aboriginal scar trees within the project area?

Roads and Maritime engaged experts to carry out investigations of the park and determined the work would not impact any Aboriginal scar trees.

There are recorded scar trees on the northern side of the park, which will not be impacted by the project.

Has the Canterbury Bankstown council been consulted about the tree removal?

Roads and Maritime held regular consultation meetings with Council throughout the design development.

A number of design changes have been made and submitted to Canterbury Bankstown Council for feedback, which has reduced the number of trees impacted. The ability to reduce the impact on the number of trees further is limited and deemed inappropriate as alternative options require significant private property acquisition. Roads and Maritime therefore has continued with the preferred design.

What is RMS replacing the trees with?

Roads and Maritime is proposing to replace trees at a ratio of 5:1 with the following landscaping proposed:

- 110 trees/700m² of native turf
- Over 400 shrubs and groundcover plants
- Over 850 understory plants.

What about the critically endangered ecological community (EEC)?

EEC's are principally a group of trees and other plants which meet specific guidelines. Both State and Federal governments have different Acts covering EEC sites (the Federal EPBC Act and the State TSC Act) which Roads and Maritime used to determine the impact of our work on this site. The trees by themselves are not necessarily special or endangered; it is only when trees are grouped together that this can be determined.

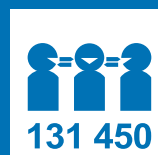
Roads and Maritime engaged an ecologist to assess the ecological community and it was determined the community is Cooks River Castlereagh Ironbark Forest (CRCIF). The ecologist noted it was difficult to determine the community type due to the modified state of the vegetation within the park which is indicated by some discrepancies between assessments.

Our assessment determined the site at Wiley Park does not meet the criteria for critically endangered condition under the EPBC Act (Federal) as the vegetation community is highly modified and has been regenerated by new plantings.

The assessment determined the impact of our work will not substantially or adversely modify the composition of the community to the extent the local occurrence of the EEC will be placed a risk of extinction. As such, a Species Impact Statement is not required for the proposed work with respect to this EEC.

Contact us

For more information please call **1800 572 004**, email pinchpoint@rms.com.au or visit rms.nsw.gov.au.



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