

Proposed new and extended clearways on Roberts Road and King Georges Road from Hume Highway, Greenacre to M5 Motorway, Beverly Hills

Community Consultation Report

October 2017



Executive summary

In March 2014, Roads and Maritime Services consulted the community on a proposal to install new and extended clearways on Roberts Road and King Georges Road from Hume Highway, Greenacre to M5 Motorway, Beverly Hills. As a result of community and stakeholder feedback, we revised our proposed clearway hours of operation and alternative business parking arrangements, in order to ensure there was a balance between local business parking needs, traffic flow and to provide consistent clearway hours along the corridor.

In November and December 2016, Roads and Maritime Services consulted on the revised proposal. We distributed a Have Your Say letter in the local area, carried out a doorknock of local businesses and placed advertisements in the local papers.

The revised proposal included extending the existing 6am to 10am and 3pm to 7pm weekday clearways to operate from 6am to 7pm, and introducing new clearways on weekends and public holidays to operate from 9am to 6pm. Alternative business parking arrangements included adding loading zones and timed parking restrictions on Lakemba Street and The Boulevarde, Wiley Park. A carpark on The Boulevarde near Wiley Park Station was proposed to improve parking in Wiley Park.

We received comments from 50 people, with overall support of the proposal. There were 39 people who supported the proposal, three who supported conditionally, six opposing the proposal and two who were deemed neutral.

There were also a number of requests for information and comments on matters considered to be outside the scope of the proposal.

Key matters raised include extending the proposed clearway hours and suggested consideration for additional clearways.

This proposal is part of the Sydney Clearways Strategy which aims to reduce congestion on Sydney's roads. The Strategy outlines how to get more from Sydney's roads immediately, by introducing new or extended clearways on roads not performing to expectations.

Clearways form part of several measures aimed at improving traffic flows on arterial roads, including no stopping, bus lanes and transit lanes. Clearways are directly aimed at alleviating congestion where a road is carrying traffic close/over its capacity. They support important measures such as tidal flow arrangements on key roads at low cost, without the need for road widening to introduce additional traffic lanes.

The current clearways network in Sydney provides considerable benefits for major roads across peak periods. Benefits include:

- supporting the efficient movement of people and goods on Sydney roads
- facilitating more reliable journey times for motorists on major roads
- managing growth in traffic flow and emission reduction through smoother traffic flow
- increasing peak period road capacity without expensive investment in widening roads
balancing the use of kerbside space outside of clearway times for parking.

The decision

Roads and Maritime thanks everyone who considered this proposal and provided feedback.

After reviewing all feedback received, we have decided to install new and extended clearways on Roberts Road and King Georges Road in both directions between Hume Highway and M5 Motorway on:

- weekdays from 6am to 7pm
- weekends and public holidays from 9am to 6pm.

Alternative business parking arrangements comprised of adding loading zones and timed parking restrictions, will be provided on Lakemba Street and The Boulevarde in Wiley Park.

We are continuing to work with the City of Canterbury-Bankstown Council to seek agreement to the car park proposed on The Boulevarde to improve parking arrangements near Wiley Park Station and shops.

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

Next steps

Roads and Maritime will:

- continue to work with the City of Canterbury-Bankstown Council to seek agreement on the improved parking arrangements on The Boulevarde at Wiley Park
- keep the community and affected stakeholders updated and advise of the clearway implementation date
- implement the proposed clearway and support local business, by providing information to customers on the alternative parking locations.

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

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Introduction

Background

On 1 December 2013, the NSW Government announced the Sydney Clearways Strategy as one of its key initiatives to reduce congestion on Sydney's roads. This Strategy outlines how to get more from Sydney's roads now – by introducing new or extended clearways on roads not performing to expectations.

The NSW Government's Long Term Transport Master Plan outlines a number of responses to traffic congestion in Sydney, aimed at improving travel on Sydney's roads in both the short and long term. One of the primary means to achieve this is the use of clearways.

The current clearways network has been in place for several decades, and has proven to be effective. Traffic growth in Sydney has reached a point where there is a need to consider further improvements in the use of the existing road network to reduce travel times. A particular need has been identified to extend clearways for weekend travel, where traffic growth has led to congestion levels similar to that of weekday periods.

It also sets out a process for engaging with local communities and councils, ensuring alternative business parking is available, to minimise impacts on local businesses.

The NSW Government has committed \$121 million to the clearways strategy which includes assisting local councils with alternative business parking solutions. So far, we have delivered over 200km of new and extended weekend and weekday clearways across the Sydney road network under the clearways strategy.

King Georges Road is an important urban arterial road which is part of the A3 corridor. The A3 connects the areas of Kogarah, Hurstville, Bankstown, Strathfield and Ryde with the Northern Beaches. It provides access to major east/west roads such as the M5 Motorway, Canterbury Road, Hume Highway, M4 Western Motorway, Victoria Road, M2 Motorway and Pacific Highway. It is also identified as an important bus route in Sydney's Bus Future.

King Georges Road is predominantly a six lane two way divided road. An existing clearway operates on both sides of the road during the morning and afternoon peak periods, Monday to Friday from 6am to 10am and 3pm to 7pm.

The proposal

The revised proposal included extending the existing weekday peak clearways on Roberts Road and King Georges Road from Hume Highway, Greenacre to M5 Motorway, Beverly Hills. The proposed hours in both directions were:

- weekdays from 6am to 7pm
- weekends and Public Holidays from 9am to 6pm.

Alternative business parking arrangements included new loading zones and timed parking restrictions on Lakemba Street and The Boulevarde in Wiley Park.

Additionally, to improve parking arrangements at Wiley Park, and subject to agreement with City of Canterbury-Bankstown Council, a car park has been proposed on The Boulevarde near Wiley Park Station and shops.

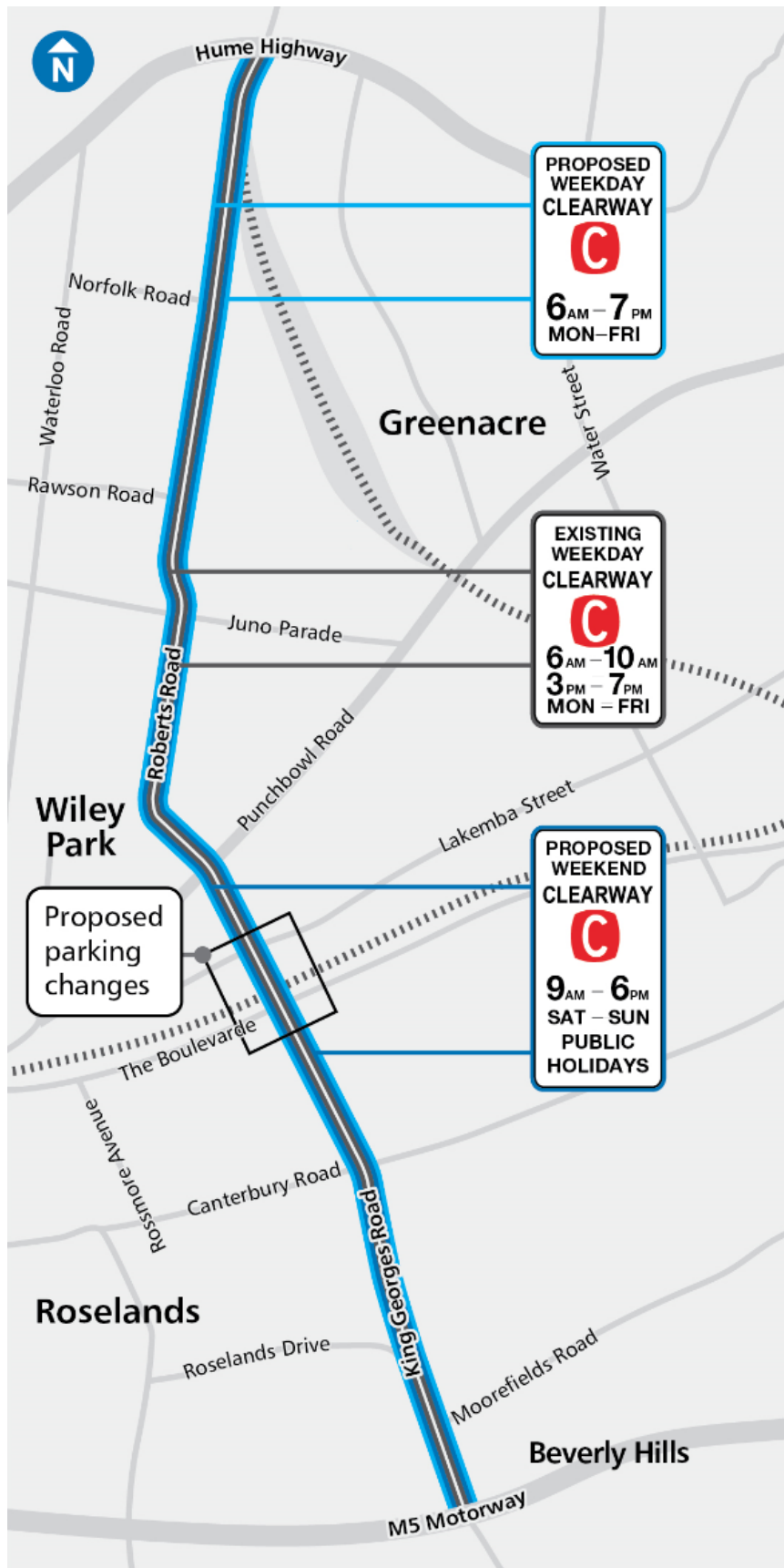


Figure 1 Proposed clearways on Roberts Road and King Georges Road, Greenacre to Beverly Hills

Consultation approach

Consultation objectives

Roads and Maritime consult to understand the concerns and needs of the community, to ensure this feedback can be considered in deciding a final clearway solution. Consultation allows Roads and Maritime to:

- build rapport with local business operators and residents to incorporate their knowledge and expectations to inform the proposal
- seek community feedback on Roads and Maritime's proposal
- advise directly affected stakeholders of the proposal
- advise the community about how they could obtain further information and communicate feedback.

How consultation was done

Consultation on the proposal was carried out in November and December 2016. The community and stakeholders were encouraged to provide their comments via mail, email, and phone.

We contacted people using a range of tools outlined in the table below:

Stakeholder meetings/ Communication	Meetings with Canterbury Council (23 January 2014 & 16 April 2014) Meetings with Bankstown Council (29 January 2014 & 16 April 2014) Meeting with Strathfield Council (29 January 2014) Meeting with former Member for Lakemba, The Hon Rob Furolo MP (6 March 2014) Meetings with City of Canterbury-Bankstown Council (6 May 2016, 7 July 2016, 6 September 2016, 6 October 2016 & 27 October 2016). Briefing to the office of Member for Lakemba, Mr Hon Jihad Dib MP (17 November 2016) Briefing to office of Member for Canterbury, Ms Sophie Cotsis, MP (17 November 2016)
Door knock	Door knock of local businesses near existing parking on King Georges Road in Wiley Park to discuss the proposal on 18 November 2016.
Community update newsletter (Appendix A)	Delivered to 43,000 residents in November 2016. Direct mail to emergency services, schools and universities, large businesses, religious centres and community groups in the local area.
Webpage	Project webpage updated with latest project information including the community update.
Advertisement	Advertisements were placed in the local papers to appear on 23 November 2016 and 30 November 2016.
Media Release	A Media Release was issued at the commencement of the consultation period.

Consultation summary

Overview

It should be noted of the 50 submissions received from people and organisations, many made comment on a variety of matters. Therefore, there will be more comments accounted for in the below table, than the 50 submissions received.

Table 1 Feedback numbers

Category	Number of people	Summary
Support	39	Supportive of the clearway proposal.
Support (conditional)	3	Supportive of the clearway proposal under the condition that it will make a significant improvement to travel times on King Georges Road.
Neutral	2	Did not state a preference for or against the proposal.
Oppose	6	Opposed to the introduction of clearways especially on weekends, current arrangement is a good compromise.

Table 2 Feedback Summary and Roads and Maritime Response

Category	Matter raised	Roads and Maritime's response
Support proposal	Supportive of the clearway proposal.	Thank you for your comments on our proposal and we acknowledge your support.
	Support for the provision of additional parking near public transport.	
Local Businesses	The businesses near Wiley Park train station would be destroyed as a result of the proposed clearway.	Any clearways proposal must ensure a balance between local business parking needs and traffic flow for road users. In order to meet these needs existing parking demands can be managed by ensuring alternative business

Category	Matter raised	Roads and Maritime's response
	An additional business car park is needed to offset the loss of business parking from King Georges Road.	<p>parking is available nearby.</p> <p>A specialist was engaged by Roads and Maritime to undertake a parking study in October 2013 findings found demand for business parking on King Georges Road at Wiley Park could be accommodated in side streets with some changes to current parking restrictions on Lakemba Street and The Boulevard.</p>
Property access	The clearway will raise issues for local residents who wish for tradespeople to gain access to their properties.	<p>Roads and Maritime recognise the clearway will inconvenience some residents living on King Georges Road.</p> <p>The parking study carried out as part of the investigation for this clearway identified there is sufficient parking, either in residential driveways or on side streets.</p> <p>As King Georges Road is an arterial road, we must balance the needs of the community as well as road users.</p>
Traffic and congestion	The traffic flows smoothly on weekends and on weekdays between 10am and 2pm.	<p>This clearway aims to reduce congestion caused by high traffic volumes and parking in the kerb-side lane on Roberts Road and King Georges Road.</p> <p>Currently, motorists are forced to merge from the kerbside lane to avoid parked cars. This can create significant delays and queues.</p> <p>The introduction of a clearway enables traffic to use the third lane.</p>
	<p>The congestion on King Georges Road peaks from 6am to 9:30am and 3pm to 6pm.</p> <p>I do not see how extending the weekday clearways to operate throughout the day will improve the traffic flow.</p>	<p>Clearways provide a low cost solution to congestion by using existing infrastructure to introduce additional lanes.</p> <p>The data indicates that on weekends between 9am and 6pm, and on weekdays between 10am and 3pm there is sufficient traffic to warrant new and extended clearways on Roberts Road and King Georges Road.</p>

Category	Matter raised	Roads and Maritime's response
Environmental	Greenhouse gas pollution will be worse with the introduction of new and extended clearways.	Vehicle noise and emissions are higher when accelerating from a standing start. The proposal is expected to increase traffic flow and reduce existing levels of congestion. This is likely to reduce the number of stop/start movements. Roads and Maritime expects the proposal would reduce noise and emissions along Roberts Road and King Georges Road.
	Request for the planting of trees to replace those removed to accommodate the car park near Wiley Park train station.	It is the responsibility of City of Canterbury-Bankstown Council to plant trees to replace those required for removal to accommodate the car park, as they would be replanted in council land. The planting of replacement trees will be discussed with Council.
Suggested additional clearways and alternative clearway operation times	Supports introduction of a 24 hour clearway.	The proposal needs to ensure a balance between local parking needs and traffic flow for all users. Roads and Maritime analysed traffic flow data to identify the times when Roberts Road and King Georges Road were near capacity. Using this data, Roads and Maritime selected clearway times that best suit the traffic flow.
	The clearway should be in operation from 6am to 7pm 7 days a week.	
	The clearway should be in operation from 6am to 8pm on weekdays and from 8am to 6pm on weekends.	
	The clearway should operate from 6am to 7pm on weekdays, and 9am to 7pm on weekends, between the Hume Highway and Canterbury Road.	
	The clearway should operate from 5am to 8pm seven days a week.	
	The clearways should be in place after 6pm every day.	
	The weekday clearway should be in operation until 8pm.	
	The clearways should be extended further south from the M5 motorway to include the Beverly Hills shopping strip.	King Georges Road between M5 Motorway, Beverly Hills and the Princes Highway, Blakehurst is identified in the Sydney Clearways Strategy for further investigation of new and extended clearways.
	Clearways need to be in operation along Punchbowl Road, as there is heavy congestion experienced by road users.	Punchbowl Road between Canterbury Road, Punchbowl and Coronation Parade, Strathfield South is identified in the Sydney Clearways Strategy for further investigation of new and extended clearways.

Category	Matter raised	Roads and Maritime's response
Parking	18 parking spaces are not enough.	<p>The proposal would impact 16 business parking spaces at the shopping strip near Wiley Park train station. The other affected residential parking spaces along the route are rarely used, as off street parking and unrestricted parking is available in side streets.</p> <p>An independent parking study carried out in October 2013 found the demand for business parking on King Georges Road at Wiley Park could be accommodated in side streets with some changes to current parking restrictions on Lakemba Street and The Boulevarde.</p> <p>The study found that there are available parking spots in nearby side streets. The study also found that the parking demand at the Wiley Park shops peaked at 8 vehicles in the northbound direction and 7 vehicles in the southbound direction.</p> <p>We have identified alternative business parking arrangements to cater for the business parking demand removed from King Georges Road. These arrangements include converting existing parking to loading zones and timed parking restrictions on Lakemba Street and The Boulevarde at Wiley Park.</p> <p>Subject to agreement with the City of Canterbury-Bankstown Council, we identified a car park for The Boulevarde near Wiley Park Station and shops to further improve the area's parking arrangements.</p>
	The proposed 30 minute parking spaces on Lakemba Street do not allow sufficient time for shoppers using the Wiley Park shops.	<p>The 30 minute parking restrictions provide increased turnover of the spaces and discourage long term parking.</p> <p>An independent parking study carried out in October 2013 found that the duration of stay of around 75% of all vehicles park on King Georges Road at Wiley Park was less than 15 minutes.</p> <p>The time restrictions for side streets will be discussed with the City of Canterbury-Bankstown Council and suggestions will be considered.</p>

Category	Matter raised	Roads and Maritime's response
	Parking on main roads poses a safety issue with occupants alighting from vehicles whilst traffic is passing.	<p>Parked cars cause other road users to change lanes, impeding the flow of traffic and posing safety risks. Vehicles stopping to access parking spaces also delay vehicles travelling in this lane.</p> <p>The removal of parking during the proposed clearway times is expected to increase safety and improve traffic flow along Roberts Road and King Georges Road.</p>
	More parking is required near Wiley Park train station on weekdays.	<p>This is considered outside the scope of this project. This proposal is to reduce congestion on Roberts Road and King Georges Road.</p> <p>Parking infrastructure to support public transport is the responsibility of Transport for NSW. Transport for NSW is currently undertaking work to increase the amenity of public as part of the Transport Access Program (TAP). The TAP is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure, and integrated transport infrastructure.</p> <p>For more information on the work currently happening in a number of locations, or to request additional car parking, please visit the Transport for NSW website: http://www.transport.nsw.gov.au/projects/tap</p> <p>Subject to agreement with City of Canterbury-Bankstown Council, we have identified a car park on The Boulevarde near Wiley Park Station and shops to further improve parking arrangements in the area.</p>

Category	Matter raised	Roads and Maritime's response
	<p>Parking removed from King Georges Road will put pressure on the existing demand for residential parking on The Boulevard. This increased demand may result in cars parking across driveways.</p> <p>The proposed alternative parking near Wiley Park train station is inadequate. Most side streets are either not wide enough to support parking or they are already being used for residential parking. By 6pm the streets are fully parked. Cars are also being parked on the footpaths.</p>	<p>An independent parking study was commissioned by Roads and Maritime Services to identify the current parking usage along the section of Roberts Road and King Georges Road between Greenacre and Beverly Hills. The study found that during the proposed clearway hours there were a maximum of 5 on-street parking spaces being used on Roberts Road and King Georges Road in residential areas on weekends and a maximum of 3 vehicles on weekdays. It is expected that these few vehicles would be able to find alternate parking in private properties or in adjoining side streets.</p> <p>Roberts Road and King Georges Road would retain existing on-street parking restrictions outside of the proposed clearway hours.</p> <p>You must not stop your vehicle (that is, bring it to a stop and either stay with the vehicle or leave it parked) in the following circumstances:</p> <ul style="list-style-type: none"> • on or across a driveway (unless dropping off or picking up passengers for no longer than 2 minutes) • on or across a footpath • on a median strip or traffic island • in a clearway • on footpaths and nature strips. <p>The NSW Police are responsible for the enforcement of road rules including parking on the footpath. This road rule can also be enforced by local council rangers.</p>
	<p>The recently announced land rezoning near Wiley Park train station will create more issues with finding parking, and would limit the effectiveness of the clearway.</p>	<p>It is the responsibility of local council to determine off-street parking requirements for new developments. This requirement is assessed during the Development Application stage using council's planning controls.</p> <p>The removal of parking during the proposed clearway times is expected to improve traffic flow along Roberts Road and King Georges Road.</p>
Neutral about proposal	<p>Confusion as to the proposed new and extended clearway operation time</p>	<p>The revised proposal included extending the existing weekday peak clearways on Roberts Road and King Georges Road from Hume Highway, Greenacre to M5 Motorway, Beverly Hills. The proposed hours in both</p>

Category	Matter raised	Roads and Maritime's response
		<p>directions were:</p> <ul style="list-style-type: none"> weekdays from 6am to 7pm weekends and Public Holidays from 9am to 6pm.
	The new carpark should have an equal split of long term and short term parking. The timed parking should be monitored.	<p>An independent parking study carried out in October 2013 found the demand for business parking on King Georges Road at Wiley Park could be accommodated in side streets with some changes to current parking restrictions on Lakemba Street and The Boulevarde.</p> <p>The car park on The Boulevarde has been proposed to improve the longer term parking arrangements in the area.</p>
	Request for the implementation of Loading Zones on King Georges Road near the Wiley Park shops.	<p>Local businesses are encouraged to use nearby loading zones for deliveries and pick-ups where they cannot be accommodated within private driveways or access via local roads. This is similar to all other State roads where clearways and No Stopping restrictions are in place.</p> <p>Roads and Maritime is working with City of Canterbury-Bankstown Council to provide loading zones on Lakemba Street, so that deliveries can still be made to local businesses during the proposed clearway operating hours.</p>
	The clearways should be consistent for the entire length.	<p>Roads and Maritime are proposing to install new and extended clearways on Roberts Road and King Georges Road from Hume Highway, Greenacre to M5 Motorway, Beverly Hills to operate in both directions:</p> <ul style="list-style-type: none"> weekdays from 6am to 7pm weekends and Public Holidays from 9am to 6pm. <p>These clearway hours are consistent with the clearway hours that have recently been installed on Centenary Drive to the north of this proposal.</p> <p>By providing consistent hours of operation of our clearway network, we hope to minimise confusion for motorists.</p> <p>King Georges Road between M5 Motorway, Beverly Hills and Princes</p>

Category	Matter raised	Roads and Maritime's response
		Highway, Blakehurst is identified in the Sydney Clearways Strategy for further investigation of new and extended clearways.
	How have impacted residents been advised of the proposal?	<p>In order to advise local residents and business owners of the proposal, and to allow them the opportunity to provide their feedback, Roads and Maritime have:</p> <ul style="list-style-type: none"> distributed over 43,000 community updates to residents and businesses in the local area sent community updates to key stakeholders including the local councils, members of parliament, emergency services, utilities, businesses, education facilities and community groups placed advertisements in the local papers to appear on Wednesday 23 and Wednesday 30 November, to advise of the consultation period visited the Wiley Park shopping strip to discuss the proposal with local business owners updated the Roads and Maritime web page. issued a Media Release.
	The current clearway needs to be better monitored, as road users often ignore the clearway signs after 6:30 pm restricting King Georges Rd down to one lane during peak hour.	<p>NSW Police is responsible for the enforcement of road rules, including clearways and illegal parking. This road rule can also be enforced by local council rangers.</p> <p>To report a vehicle parked in a clearway or if your vehicle has been towed from a clearway, please call the Transport Management Centre on 131 700.</p>
Outside of Scope	Request to extend the Juno Parade clearways to Skyline Street, as there is still congestion on this road.	<p>Thank you for your suggestion.</p> <p>Juno Parade is not identified in the Sydney Clearways Strategy for further investigation of new and extended clearways.</p> <p>Juno Parade will be considered for future investigation for possible clearways.</p>

Category	Matter raised	Roads and Maritime's response
	Heavy vehicles should be directed to use the inside or middle lanes to allow other traffic to flow.	Roberts Road and King Georges Road are important urban arterial roads which form part of route A3. The A3 connects the southern areas of Kogarah, Hurstville, Bankstown, Strathfield and Ryde with the Northern Beaches. It also provides access to major east/west roads such as the M5 Motorway, Canterbury Road, the Hume Highway, the M4 Western Motorway, the M2 Motorway and the Pacific Highway.
	This should be adopted on all of our major roads such as the M4, M5, Parramatta Road, the Princes Highway and the Pacific Highway.	
	There are too many trucks on the road.	The A3 is one of Sydney's a key freight routes, and as such carries a high volume of heavy vehicles.
		There is no evidence to suggest that prohibiting heavy vehicles from travelling on the outer-right lanes would improve average travel speeds or improve the flow of traffic along Roberts Road and King Georges Road. The removal of parking from the kerbside lane during clearway periods may result in more heavy vehicles using the left lane, as they would be confident there are no parked cars. Currently the potential for parked cars and the required lane changing means the kerbside lanes are underused.
	The two right turn lanes at Wiley Park from King Georges Road overflow, and restrict traffic flow.	This is considered outside the scope of this proposal. With the introduction of Clearways along Roberts Road and King Georges Road it is expected that the signalised intersections will operate more efficiently with traffic able to use all three lanes in both directions on Roberts Road and King Georges Road.
	The removal of one of the right turn lanes in Wiley Park, and the extension of the other would improve traffic flow.	
	The Roberts Road - Hume Highway overpass should be extended to Forest Road, Penshurst. Offset exits should be provided for access to the surrounding suburbs.	Clearway restrictions help to improve traffic flow and reduce delays by allowing us to tow vehicles that stop illegally or breakdown. They also allow us to tow vehicles that are stopped as a result of a crash.
	Around 60sqm of land was taken away from the front of our property, creating the third lane on King Georges Road in the 1970s. I understand why this done but the issues for residents which were caused was ignored.	Clearways and parking restrictions help enhance the visibility of intersections and other traffic.
	The removal of this land made access to our	Vehicles parked in the kerbside lane may increase the likelihood of crashes. Parked vehicles may themselves become obstacles, or may prevent drivers from changing lanes to avoid obstacles, such as vehicles waiting to turn. This

Category	Matter raised	Roads and Maritime's response
	property difficult.	may cause drivers to brake heavily leading to rear end or sideswipe crashes.
	The proposed clearway hours of operation don't address any accidents causing delay during peak periods.	For local residents, the proposed clearway on the Princes Highway would make little change to existing driveway access conditions.
	There are a number of potholes needing repair along Punchbowl Road between Roberts Road and Canterbury Road.	This is considered outside the scope of this proposal however we have logged this issue with our maintenance delivery partner.

Decision

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

After reviewing all feedback received, we have decided to install new and extended clearways on Roberts Road and King Georges Road in both directions between Hume Highway and M5 Motorway on:

- weekdays from 6am to 7pm
- weekends and public holidays from 9am to 6pm.

Next steps

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

Appendices

Appendix A – November 2016 community update



Have your say on proposed new and extended clearways on Roberts Road and King Georges Road from the Hume Highway, Greenacre to the M5 Motorway, Beverly Hills

November 2016

King Georges Road is a key corridor on Sydney's road network and is used by over 70,000 motorists every day.

Roads and Maritime Services is seeking feedback by **Friday 9 December** on a revised proposal to extend the current weekday clearways and introduce new weekend clearways on Roberts Road and King Georges Road from the Hume Highway, Greenacre to the M5 Motorway, Beverly Hills.

Over the past two years, Roads and Maritime has been carrying out investigation work to understand the benefit a clearway could have on travel times on Roberts Road and King Georges Road and to identify alternative business parking arrangements.

When cars are parked in the kerbside lanes, motorists are forced to merge to two lanes of traffic. This causes significant delays and congestion.

We have revised our March 2014 proposal, in order to better cater for demand for business parking removed from King Georges Road. Our revised proposal includes:

- Loading zones and timed parking restrictions on Lakemba Street and The Boulevard, Wiley Park
- Altering the original proposed clearway hours of operation from 8am to 7pm on weekends, to 9am to 6pm on weekends
- A commuter car park on The Boulevards near Wiley Park Station.

Background

In December 2013, the NSW Government announced the Sydney Clearways Strategy as one of its key initiatives to reduce congestion on Sydney's roads. The NSW Government has committed \$121 million to implementing the strategy and installing new clearways on Sydney's road network.

Since 2013, we've installed over 120 kilometres of new and extended clearways across some of Sydney's busiest corridors and we are continuing to investigate new and extended weekday and weekend clearways across the network.

The strategy identified Roberts Road and King Georges Road as one of the five priority routes for further investigation of new and extended clearways.

Community consultation

In March 2014, Roads and Maritime consulted with the community on a proposal to install new clearways on Roberts Road and King Georges Road from the Hume Highway, Greenacre to the M5 Motorway, Beverly Hills. The original proposal was for extended and new clearway hours from 6am to 7pm on weekdays and from 8am to 7pm on weekends.

As a result of community and stakeholder feedback, we have revised our proposed clearway hours of operation and alternative business parking arrangements. This is to ensure a balance between local business parking needs, traffic flow and to provide consistent clearway hours along the corridor.

To view our Community Consultation Report, please visit rms.nsw.gov.au/clearways or contact the project team.

What hours of operation are proposed?

Roads and Maritime are proposing to install new and extended clearways on Roberts Road and King Georges Road from the Hume Highway, Greenacre to the M5 Motorway, Beverly Hills to operate in both directions:

- Weekdays from 6am to 7pm
- Weekends from 9am to 6pm.

These clearway hours are consistent with the clearway hours that have recently been installed on Centenary Drive to the north of this proposal. By providing consistent hours of operation of our clearway network, it minimises the chance of confusion or a mistake by motorists.

Results of additional investigation work

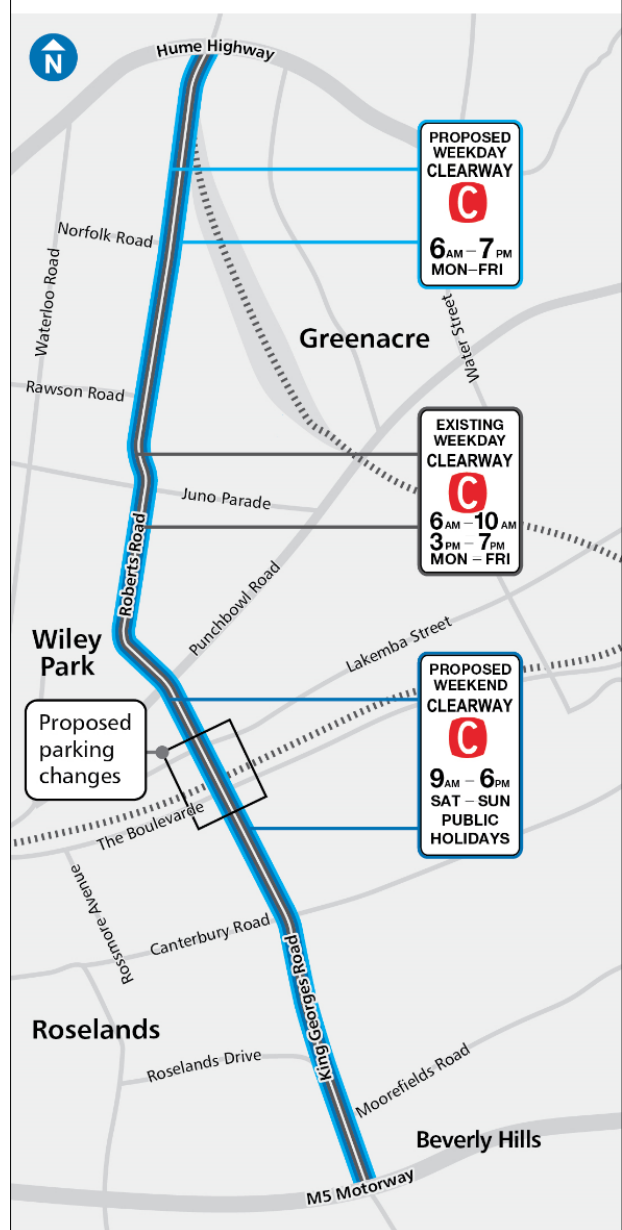
Preliminary investigation work showed this section of Roberts Road and King Georges Road fulfilled the criteria for further investigation of a clearway:

- Travel speeds are less than 30km/h during peak periods
- Traffic flow is more than 800 vehicles per lane, per hour during peak periods
- The road is an important public transport and/or freight route for moving people and goods
- Alternative parking close to local businesses can be found.

Investigations carried out found that:

- Customers impacted by the removal of 16 business parking spaces at the Wiley Park shopping strip could be directed to existing nearby parking in side streets
- Changes to timing restrictions and loading zones in nearby side streets would assist with offsetting the demand for business customer parking removed from King Georges Road during clearway operating hours
- A new 90 degree car park would provide a minimum of 14 additional parking spaces for commuters close to the Wiley Park train station.

Proposed new and extended clearways on Roberts Road and King Georges Road



Alternative parking arrangements

The proposal would impact 16 business parking spaces at the shopping strip near Wiley Park train station. The other affected residential parking spaces along the route are rarely used, as off street parking and unrestricted parking is available in side streets.

After receiving feedback on the previous proposal, Roads and Maritime has been working with City of Canterbury-Bankstown Council to identify alternative and improved business parking arrangements.

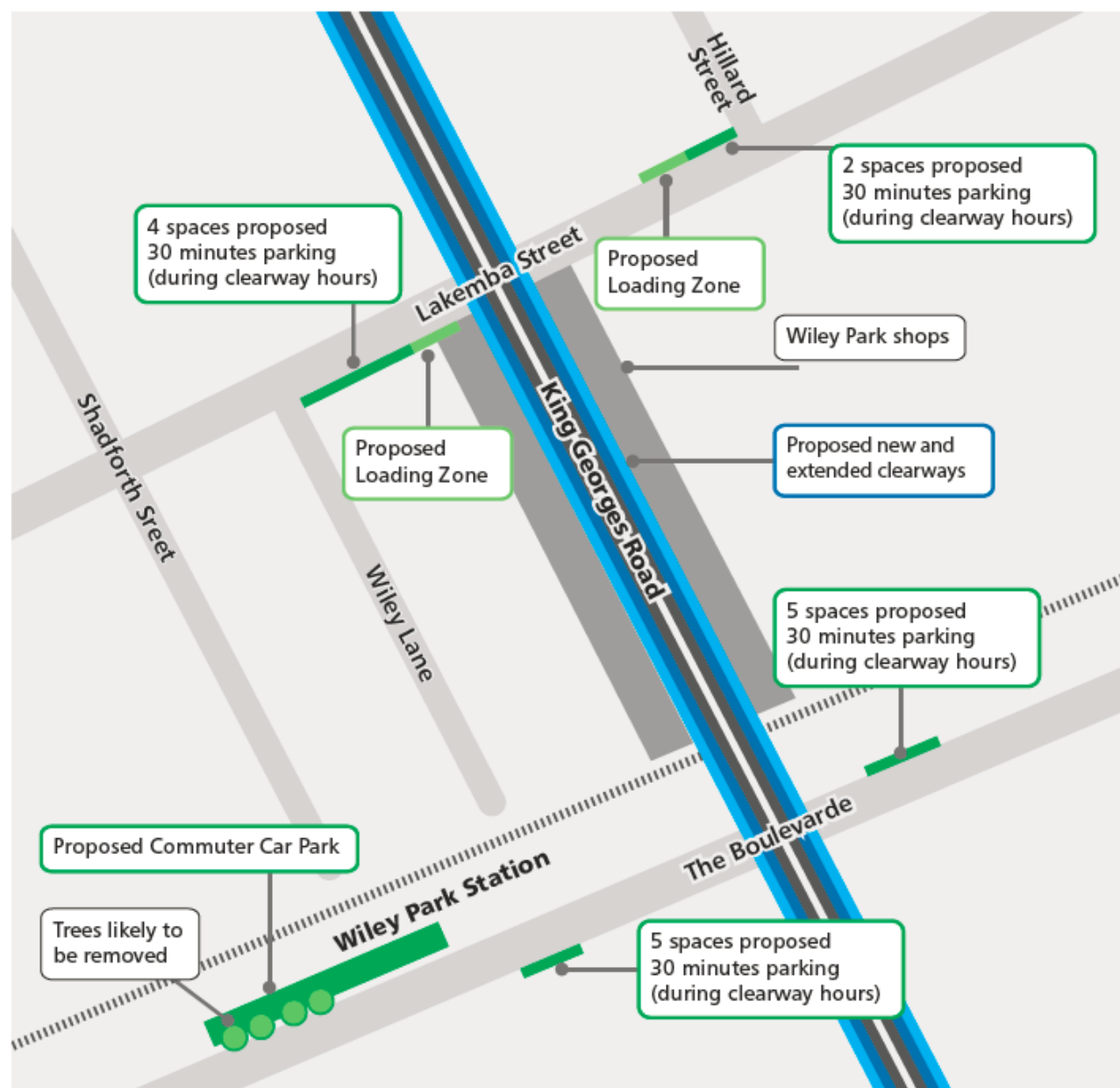
Parking studies identified that there was sufficient capacity in the adjacent side streets to accommodate the demand for business parking removed from King Georges Road.

We have identified potential alternative and improved business parking arrangements to cater for the demand for business parking removed from King Georges Road. These arrangements could include:

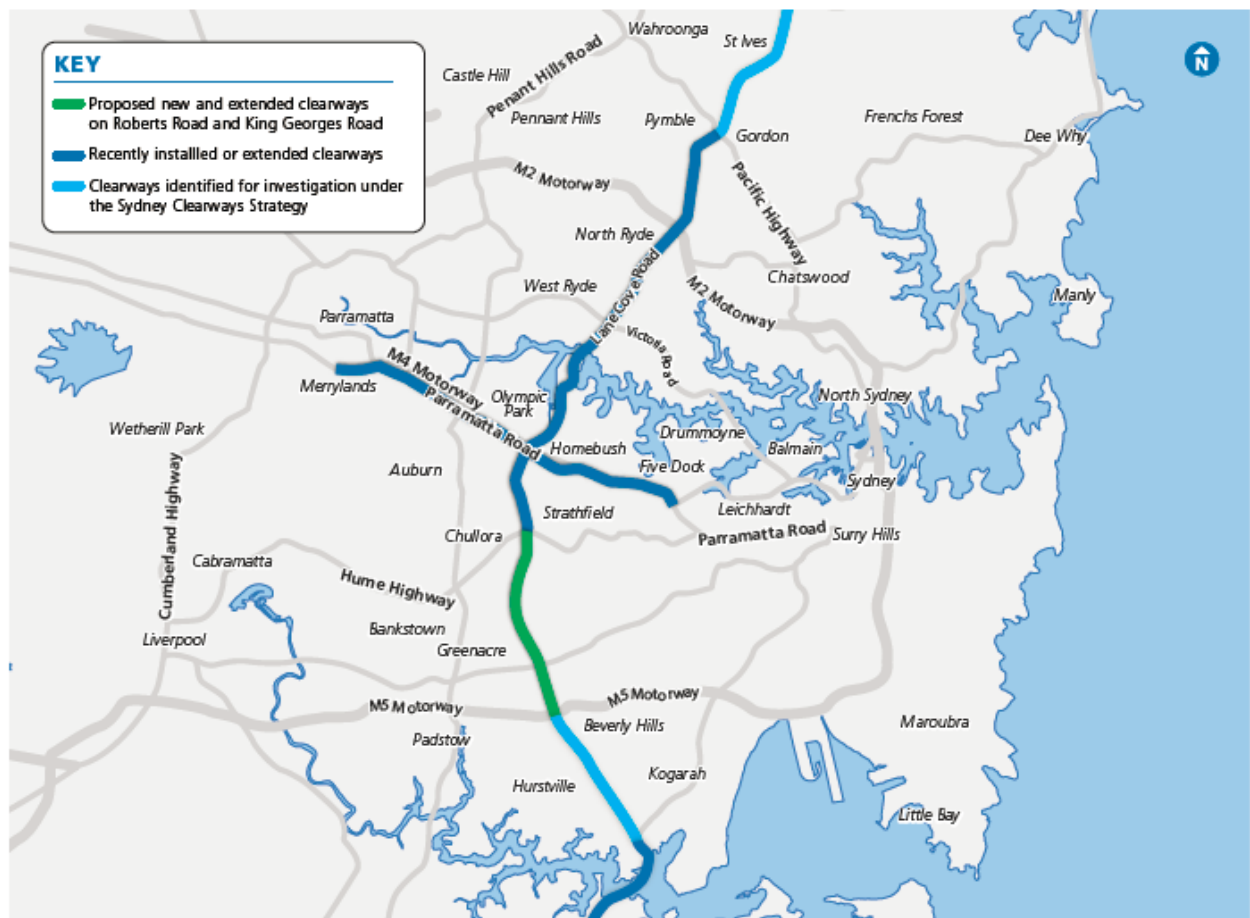
- Converting existing parking to loading zones and timed parking restrictions on Lakemba Street and The Boulevard at Wiley Park
- A commuter car park on The Boulevard near Wiley Park Station.

Building the commuter car park is likely to require the removal of up to four trees.

Proposed parking changes



Location map



Next steps

We would like to hear from you on this revised proposal by **Friday 9 December**. We will continue to work with City of Canterbury-Bankstown Council to seek agreement on the improved business parking arrangements.

We will consider all feedback received before deciding whether to proceed with the proposal. A community consultation report will be prepared summarising the matters raised and will be made available on our website.

We will keep you updated as the proposal progresses.



1300 706 232. The interpreter will then assist you with translation.

This document contains important information about road 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 the project team on

Have your say

To find out more or provide feedback:



1300 706 232



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Clearways project team
PO Box 973, Parramatta NSW 2124



www.rms.nsw.gov.au/clearways



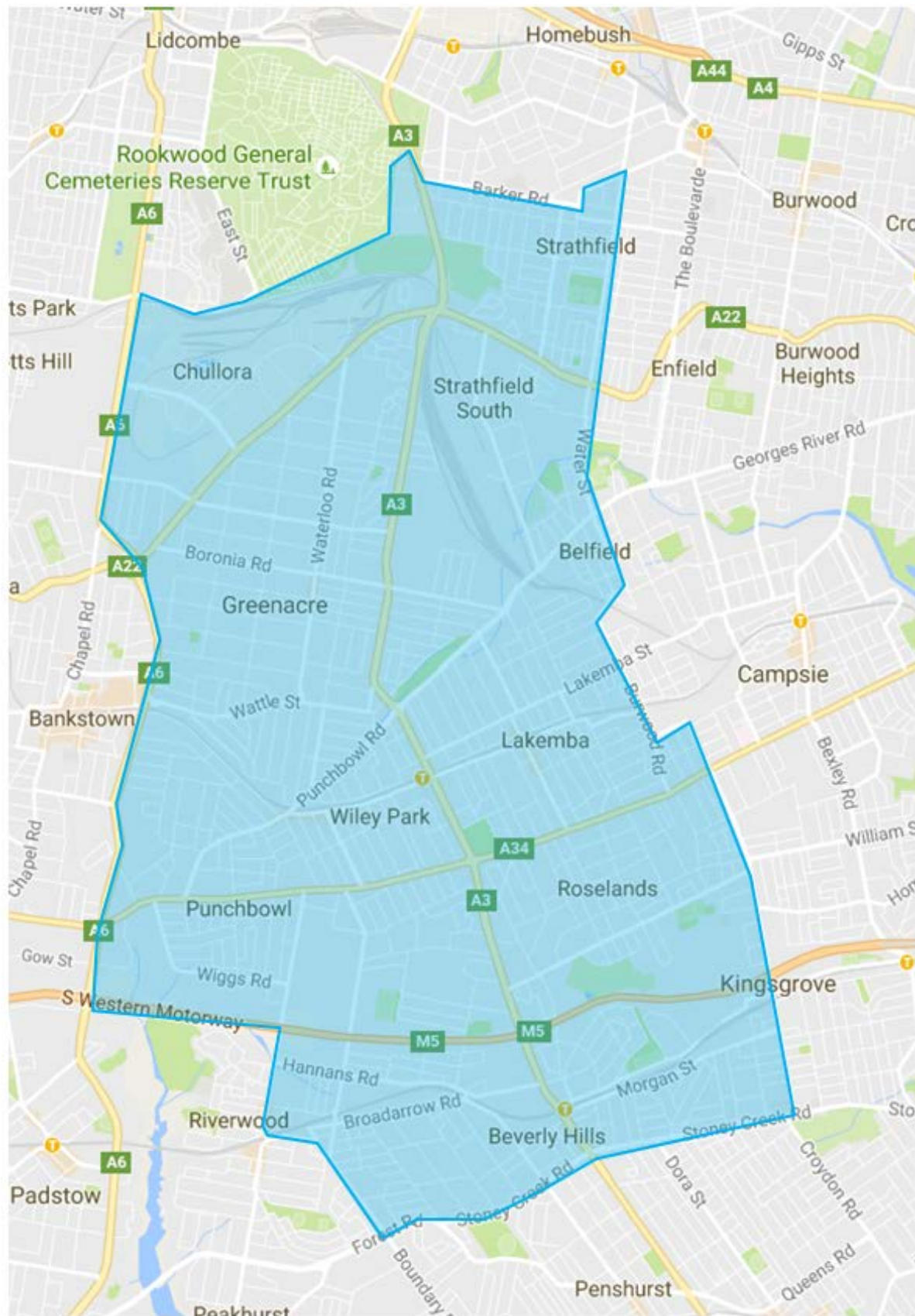
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Appendix B – Distribution Map





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