

# Proposed alternative business customer parking at Beverly Hills for new and extended clearways

Engagement Report

Roads and Maritime Services | October 2019





# Executive summary

This engagement report provides a summary of Roads and Maritime Services' engagement with the community and key stakeholders on proposed alternative business customer parking at Beverly Hills for new weekend and extended weekday clearways on King Georges Road between the M5 Motorway and Stoney Creek Road, Beverly Hills.

King Georges Road at Beverly Hills was identified in the Sydney Clearways Strategy (2013) for the investigation of new weekend and extended weekday clearways. The strategy aims to help manage congestion across the Sydney road network by introducing new and extended clearways on busy roads that play an important role in moving people and goods across Sydney.

The introduction of new weekend and extended weekday clearways on King Georges Road at Beverly Hills will connect clearways along the A3 corridor from Macquarie Park in the north to the Princes Highway in the south in both directions. Roads and Maritime investigations found that new weekend and extended weekday clearways are required on King Georges Road through Beverly Hills to help ease congestion, improve journey reliability and improve safety. We actively investigated alternative business customer parking options in the local area to minimise the impact on customers accessing the Beverly Hills shops.

In June 2019, Roads and Maritime informed the community and key stakeholders, including business owners about the new weekend and extended weekday clearway hours on King Georges Road between the M5 Motorway and Stoney Creek Road, Beverly Hills. We also asked for feedback from businesses and the community on the proposed alternative business customer parking options and the pedestrian footpath improvements along the laneway connecting Hampden Street to King Georges Road (see Appendix A – Project Update June 2019 and Appendix B – Distribution Area).

In the announced proposal, the new weekend and extended weekday clearways would operate in both directions on King Georges Road from 6am to 7pm on weekdays and from 9am to 6pm on weekends and public holidays. Customers are still allowed to park on King Georges Road from 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in the Beverly Hills Town Centre.

During the engagement period, we:

- doorknocked 74 businesses at Beverly Hills Town Centre
- informed and engaged with over 600 customers at Beverly Hills Town Centre
- received 47 written submissions from businesses and the community
- received 6 feedback calls through the project hotline
- reached over 105,000 people and received over 600 reactions on social media with the majority supporting the proposal.

The key matters raised included:

- support for the new weekend and extended weekday clearways
- daytime parking removal on King Georges Road and impact on businesses at Beverly Hills Town Centre
- enquiries on the status and timing of the multi-storey car park development in Edgbaston Road
- duration of timed parking in council car parks and in Hampden Street
- support for pedestrian footpath improvements between Hampden Street and King Georges Road.

A detailed summary of the feedback and responses can be found in the section of this document titled: "Feedback summary and Roads and Maritime's response".

## The decision

Roads and Maritime would like to thank everyone who provided feedback.

After considering the feedback received, we will proceed with the introduction of new weekend and extended weekday clearways on King Georges Road between the M5 Motorway and Stoney Creek Road, Beverly Hills as shown in Table 1 below:

	Existing Clearways (both directions)	New Clearways (both directions)
<b>Weekdays</b>	6am-10am 3pm-7pm	<b>6am-7pm</b>
<b>Weekends and public holidays</b>	No clearways	<b>9am-6pm</b>

**Table 1: Clearways hours on King Georges Road between the M5 Motorway and Stoney Creek Road, Beverly Hills**

Parking on King Georges Road will still be allowed after 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in the Beverly Hills Town Centre.

All other parking restrictions on King Georges Road will remain unchanged outside the clearways hours, including the indented parking between Morgan Street and Frederick Avenue.

Roads and Maritime carried out traffic and parking investigations and found that during the proposed clearways hours, there is sufficient parking in existing council car parks and nearby side streets. Despite having sufficient parking to offset business parking removed from King Georges Road, we have actively looked at alternative business customer parking options to help customers and visitors find parking near businesses at Beverly Hills Town Centre.

During the engagement period, we received feedback from businesses and the community about the alternative business customer parking options. We have considered the feedback received and will continue to work with Georges River Council to implement the revised changes as shown in Table 2 below:

	Proposal	Outcome
<b>Frederick Avenue car park</b>	Convert three 3P spaces to 1P to provide more short term parking spaces for business customers.	We will continue to work with Council to implement the proposed changes in Frederick Avenue car park to convert three spaces to 1P during clearways hours and retain nine 3P spaces.
<b>Beresford Avenue car park</b>	Convert 11 3P spaces to 1P and change the car park layout to add four additional parking spaces, including one accessible (disabled) parking space.	We will continue to work with Council to implement the proposed changes in Beresford Avenue car park to provide four new parking spaces, convert 11 3P spaces to 1P during clearways hours and retain 22 3P spaces. The accessible parking space will also be relocated closer to the footpath for easier access to shops.
<b>New angle parking on Hampden Street</b>	Change existing on-street parking into 90 ° angle parking to add 18 new 1P parking spaces.	After listening to feedback received from the community and further discussions with Georges River Council, this proposal will not proceed in agreement with Council.

	Proposal	Outcome
<b>Pedestrian footpath improvements</b>	Proposal to improve pedestrian access to support the proposed new angle parking in Hampden Street to the Beverly Hills Town Centre.	The pedestrian footpath improvements were proposed to support the angle parking in Hampden Street. As the Hampden Street angle parking is not proceeding the pedestrian footpath improvements will also not proceed.

**Table 2: Alternative business customer parking options**

After listening to businesses and the community, Roads and Maritime will continue to work with Georges River Council to provide additional wayfinding signage to make it easier for business customers to access the existing Council car parks.

The new and extended clearways will be operational from 2 December 2019. We will continue to keep the community updated as this project progresses.

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# Introduction

## Background

On 1 December 2013, the NSW Government released the Sydney Clearways Strategy as a key initiative to reduce congestion on Sydney's state roads. The strategy identifies over 1000 kilometres of state roads on key corridors across Sydney, which may benefit from the introduction of new and extended clearways. The strategy aims to increase the performance of Sydney's state roads by introducing new or extended clearways on roads that are experiencing congestion and not operating at full capacity to efficiently transport people and goods across the Sydney metropolitan area.

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 the long term. One of the primary means to achieve this is the use of clearways.

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. The current clearways network has been in place for several decades, and has proven to be effective in improving travel times during traditional peak hours. 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 peak periods.

The Sydney Clearways Strategy also sets out a process for engaging with local communities and councils and for investigations of alternative business customer parking to minimise impacts on local businesses.

The NSW Government has committed \$121 million to the Sydney Clearways Strategy which includes assisting local councils with alternative business customer parking solutions where feasible. So far, we have delivered over 650 kilometres of new and extended weekend and weekday clearways across the Sydney road network under the Sydney Clearways Strategy.

King Georges Road was identified in the Sydney Clearways Strategy (2013) for the investigation of new weekend and extended weekday clearways. This corridor plays an important role for moving people and goods across the Sydney road network. It is also an important suburban bus route identified in the Sydney's Bus Future (2013) and a primary freight road identified in the NSW Freight and Ports Strategy (2013).

In 2018, new weekend and extended weekday clearways were introduced on two other sections of Roberts Road and King Georges Road, between the Hume Highway at Greenacre and the M5 Motorway in the north, and between Stoney Creek Road and the Princes Highway at Blakehurst in the south.

This section of King Georges Road between the M5 Motorway and Stoney Creek Road at Beverly Hills is approximately 1.2 kilometres in each direction. The corridor is predominantly three lanes with indented parking between Morgan Street and Frederick Avenue (southbound).

Existing weekday peak period clearways operate in both directions from 6am to 10am and from 3pm to 7pm. There are also existing 'No Parking' and 'No Stopping' restrictions, bus zones and timed parking along the corridor.

Traffic investigations carried out in October 2016 and verified in October 2018 found that there are over 53,000 vehicles that travel on King Georges Road during weekends and over 62,000 during weekdays (both directions). The investigations showed that this section of King Georges Road would benefit from new weekend and extended weekday clearways based on hourly traffic volumes and travel times.

# The proposal

To support Sydney’s growing population, the NSW Government is working towards delivering significant improvements to reduce Sydney’s congestion.

The proposal was to introduce new weekend and extended weekday clearways on King Georges Road between the M5 Motorway and Stoney Creek Road, Beverly Hills.

The proposed new and extended clearways would reduce delays through the congested Beverly Hills Town Centre during busy weekday and weekend times, and would provide consistent weekend clearways along the corridor from the Macquarie Park in the north through to the Princes Highway in the south.

The proposed clearways would operate in both directions of King Georges Road from:

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

A map of the corridor and the clearway hours are shown in Figure 1.

Existing ‘No Stopping’ and ‘No Parking’ restrictions and bus zones will continue to operate outside clearways hours.

In June 2019 Roads and Maritime sought feedback from the community, businesses and key stakeholders on the proposed alternative business customer parking options and the pedestrian footpath improvements.

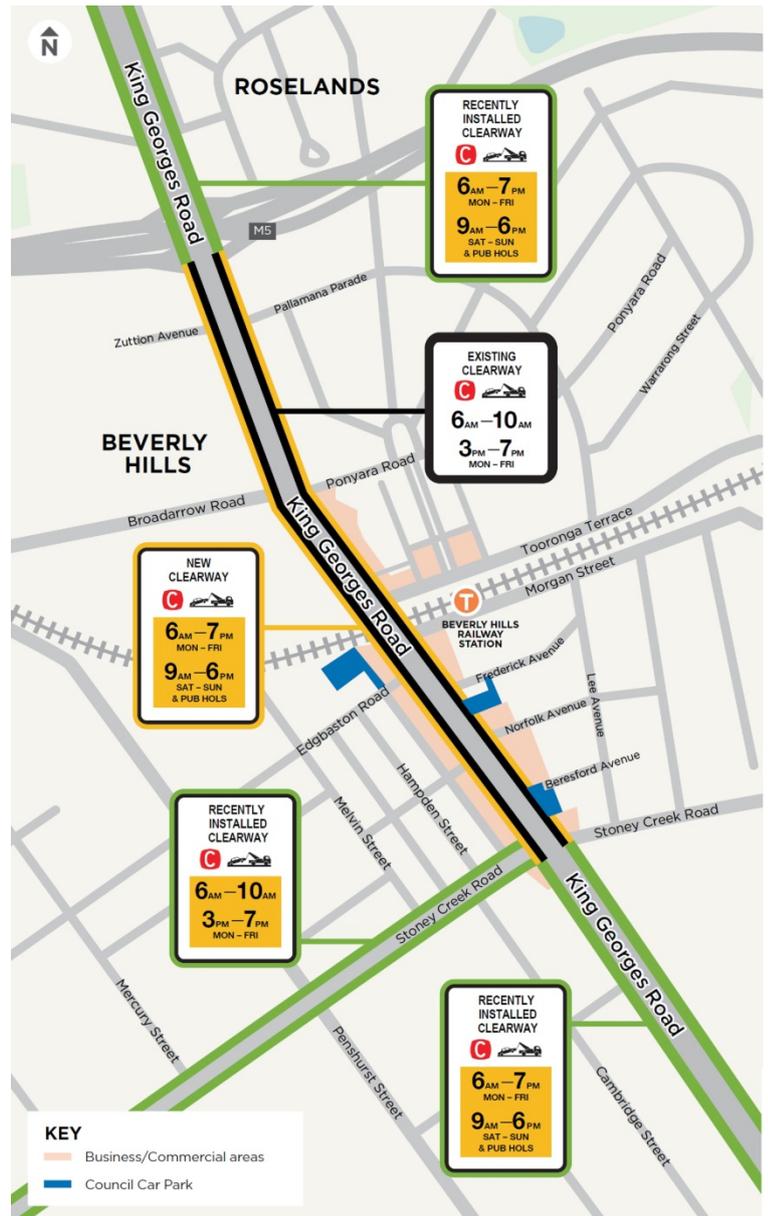


Figure 1: Proposed clearways on King Georges Road

## Alternative business customer parking options

Roads and Maritime actively investigated alternative business customer parking in Beverly Hills Town Centre and identified that while some businesses have on-site parking for customers, there were other businesses that did not have dedicated parking spaces. The customers of these businesses relied on council car parks and kerbside parking to access businesses.

We also assessed the usage and duration of business customers parking in existing council car parks and found that there was existing capacity in the council car parks during the proposed clearway hours. Based on our investigations and parking study, we proposed the following alternative business parking options:

- **Frederick Avenue car park (A)**: Convert three 3P spaces to 1P to provide more short term parking spaces for business customers, retaining nine 3P spaces
- **Beresford Avenue car park (B)**: Convert 11 3P spaces to 1P and change the car park layout to add four additional parking spaces, including one accessible (disabled) parking space, retaining 22 3P spaces
- **New angle parking on Hampden Street**: Change existing on-street parking into 90° angle parking to add 18 new 1P parking spaces
- **Pedestrian footpath improvements**: Proposal to improve pedestrian access to support the proposed new angle parking in Hampden Street to the Beverly Hills Town Centre.

Details of these alternative business parking options are shown in Figure 2 below.



Figure 2: Proposed alternative business customer parking

## Pedestrian footpath improvements

To support improved pedestrian access from the proposed new 90° angle parking in Hampden Street to the Beverly Hills Town Centre, Roads and Maritime also proposed to provide funding to Georges River Council for pedestrian footpath improvements along the laneway connecting Hampden Street to King Georges Road.

# Engagement approach

## Engagement objectives

Roads and Maritime engaged with the community to understand their concerns and needs, so that this feedback can be considered as part of the decision making process where possible.

This allows us to:

- seek comment, feedback, ideas and suggestions for consideration when making a decision on a matter that has not yet been determined
- advise directly affected stakeholders of changes and/or proposals
- build a database of interested and concerned community members with whom to continue engagement with during the project's development and delivery
- advise the community on how they can obtain further information and communicate feedback.

## How engagement was done

Roads and Maritime adopted an **'inform'** and **'consult'** engagement approach for this project to:

- **'inform'** the community, businesses and other stakeholders on the proposed new weekend and extended weekday clearways, as these have been determined based on traffic volumes and travel times; and
- **'consult'** on alternative business customer parking to understand if there is sufficient parking in nearby side streets, and if there are other potential locations or options we need to consider to meet business customer parking demand along the corridor.

We commenced engagement with key stakeholders on Thursday 23 May 2019, and began engaging with the community and businesses on Monday 17 June 2019. Feedback closed on Monday 8 July 2019 (see Table 3).

**Table 3 Community and stakeholder engagement timeline**

Method	Event	Date
Stakeholder Meetings	Briefing of the Member for Oatley – Mark Coure MP	28 May 2019
	Meeting with Georges River Council	23 May 2019 – Council staff 17 June 2019 – Councillors
	Informed City of Canterbury Bankstown Council staff via email.	17 June 2019
Project Update Distribution	Project Update (see Appendix A) distributed to 1,724 properties within the distribution area (see Appendix B).	17 June 2019
	Emailed Member for Oatley – Mark Coure MP	17 June 2019
	Emailed Member for Lakemba – Jihad Dib MP	17 June 2019
	Emailed Member for Kogarah – Chris Minns MP	17 June 2019

Method	Event	Date
	Emailed to key stakeholders including local council, police, emergency services and utility companies.	17 June 2019
Website	Project webpage with information including the Project Update.	17 June 2019
Newspaper advertisement	Publication in The Leader and Bankstown Canterbury Torch (see Appendix C).	19 June 2019
Social media post	Facebook post (see Appendix D) to inform of the project with link to the project page.	17 June 2019
Customer engagement	The Clearways project team was available at Beverly Hills Town Centre to inform customers and the community about the project and accept feedback.	8 days between 18 to 30 June 2019, including weekends
Corflute signage	Display signage in laneway that connects Hampden Street to King Georges Road to inform local customers about the proposed angle parking on Hampden Street.	17 June 2019
Close of feedback		8 July 2019

# Engagement approach

## Engagement objectives

On 17 June 2019, Roads and Maritime informed the community and key stakeholders, including business owners and residents about new weekend and extended weekday clearways on King Georges Road at Beverly Hills. We also sought feedback from businesses and the community on the proposed alternative business customer parking options at Beverly Hills Town Centre.

The community was informed through a Project Update (see Appendix A – Project Update June 2019) distributed to 1,724 properties (see Appendix B – Distribution Area) along the proposed clearways corridor and surrounding streets and a publication in the local newspaper (see Appendix C – Newspaper Advertisement June 2019). Corflute signage was installed in the laneway connecting Hampden Street to King Georges Road to inform about the proposed angle parking on Hampden Street (see Appendix D – Corflute Signage). As part of the engagement, 74 businesses and organisations were doorknocked.

A geo-targeted social media post (see Appendix E – Social Media Post) was also published on Facebook. This enabled us to target the wider community and customers who travel along the road corridor to inform them of the changes and encourage feedback. The posts, which reached over 105,000 people received a total of 601 reactions, the majority positive. There were 665 comments as of September 2019 mentioning:

- support and the need for the new and extended clearways
- parking impact on businesses
- other causes of congestion

## Feedback and Roads and Maritime's response

Roads and Maritime has summarised the feedback received and provided responses below in Table 4. This report is made available to the public.

All feedback has been considered to help Roads and Maritime make decisions on the alternative business parking arrangements at Beverly Hills Town Centre. Matters raised during engagement that are out of scope of this project have been forwarded to the relevant government agencies.

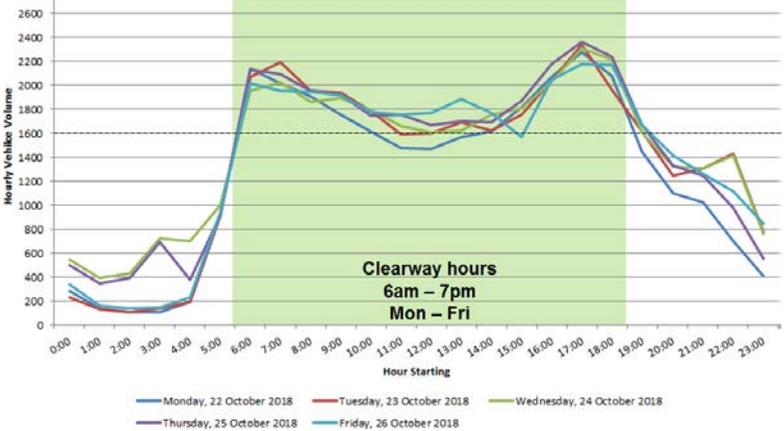
## Feedback summary and Roads and Maritime's response

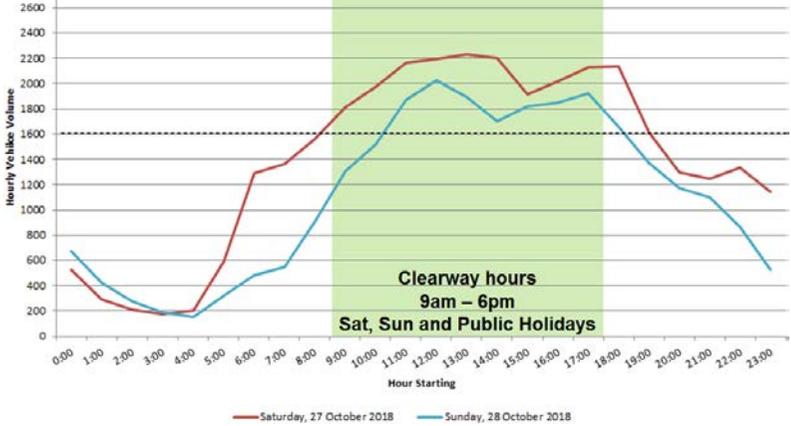
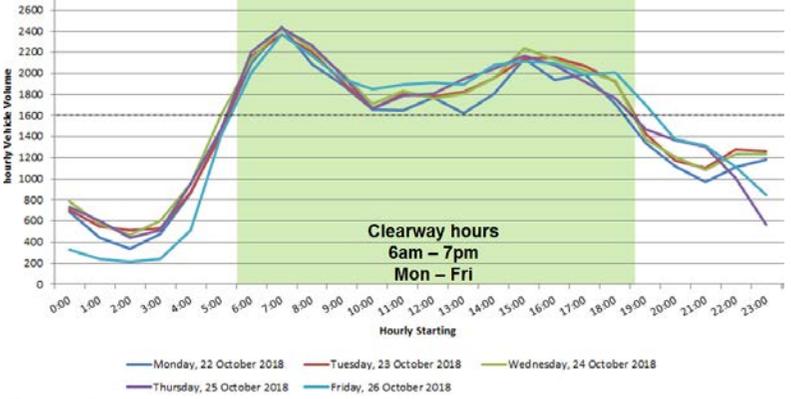
Table 4 - Feedback received via written and direct stakeholder engagement

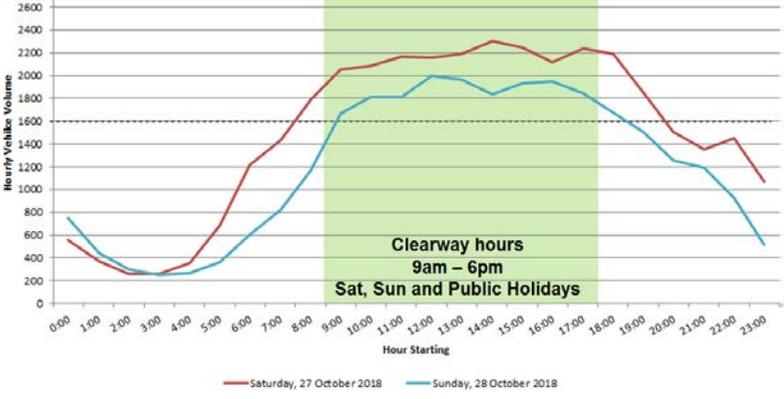
Category	Feedback	Roads and Maritimes' response
<b>Support for the project</b>	This is a great idea because there is too much traffic.	Roads and Maritime thank you for submission and acknowledge your support.
	It's not safe for people to park on the main road due to the high traffic. This is a positive change.	
	I support weekday clearway, it is necessary.	
	I strongly support this proposal. This has been a traffic bottle neck for a very long time, and the flow of traffic is constantly disrupted in this section of road. The proposed clearways, I believe, will dramatically assist.	
	I hope you will push on with the installation of the all-day clearways in this area as quickly as possible, it is sorely needed.	
	I think it's a great idea, I'm all for it.	
	It's a fantastic idea. I would like it to be 24 hours a day.	
	Clearways improve the traffic. I don't know why people can't see the benefits. The Government invests a lot in reducing traffic and people don't appreciate this.	
	I am in favour of the proposal.	
	I'm all for it, keep traffic flowing.	

Category	Feedback	Roads and Maritimes' response
	<p>Very happy with the proposal, the sooner it happens the better, 'it's a big yes'.</p> <p>I support the proposal, I prefer using the car parks.</p> <p>This will certainly have a positive impact on through traffic and be advantageous to motorists.</p> <p>Due to traffic on roads, this now needs to be done to keep traffic flowing.</p> <p>I'm fed up with the traffic congestion. It was about time to make it a clearway, sick and tired of waiting in traffic.</p> <p>I love this idea, I've literally been thinking about this for years!</p> <p>I think the clearway is a positive but more parking needs to be provided for this area.</p> <p>I consider these changes are long overdue and will help to reduce the congestion experienced in peak hours.</p> <p>A clearway is a good idea when there is a little traffic but the traffic here is excessive. A lot more needs to be done.</p>	
<p><b>Why Clearways?</b></p>	<p>I don't feel that a weekend clearway is warranted on King Georges Road at Beverly Hills.</p> <p>It is not really a busy road, during lunchtime it's not too busy, weekends it gets busy after 5pm.</p>	<p>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 the long term. One of the primary means to achieve this is the use of clearways.</p> <p>The Sydney Clearways Strategy published in December 2013 identified over 1000 kilometres of state roads on key corridors across Sydney, which may benefit from the introduction of new and extended weekday and weekend clearways, to improve the movement of goods</p>

Category	Feedback	Roads and Maritimes' response									
	<p>Imposing one extra kilometre of clearway is not a solution to the serious congestion the city is facing, and it's not going to be solved by destroying Beverly Hills Town Centre.</p> <p>Information such as traffic counts on King Georges Road on an hourly basis during the proposed clearway hours must be provided and an assessment of the proposal undertaken by an independent traffic expert.</p> <p>There are no traffic delays along King Georges Road during middle of the day so there is no valid reason to reduce parking for local businesses.</p> <p>The clearways will eventually create more congestion in the surrounding streets.</p>	<p>and people. Over 620 kilometres of new and extended clearways have been installed across Sydney since 2013.</p> <p>Clearways are aimed at improving the efficiency of a road by making the kerbside lane available to alleviate congestion. Clearways reduce congestion by making an additional lane available to traffic during clearways hours, and would improve journey times for over 53,000 motorists who travel on King Georges Road through Beverly Hills each day. Motorists could enjoy smoother and more reliable journeys when driving on King Georges Road, knowing that there won't be any parked vehicles during clearways hours, as seen in the recently installed clearways through Wiley Park.</p> <p>A vehicle parked or stopped in the kerbside lane disrupts the flow of traffic and reduces the road capacity from three lanes into two lanes, resulting in longer queues and the reduction in the number of vehicles moving through intersections on each green traffic light phase.</p> <p>One of the key considerations for introducing new or extended clearways on a state road is if directional traffic flow exceeds 800 vehicles per hour per lane, which is in accordance with the Australian Standards as shown in Table 5. Outside of the peak AM and PM clearways hours, only two traffic lanes are available in each direction with a traffic carrying capacity to 1600 vehicles in each direction.</p> <p>Australian Standard AS2890.5-1993, Parking Facilities Part 5: On-street parking, Table 5 indicates the traffic volumes at which a clearway should start to operate to provide an extra lane available for moving traffic:</p> <table border="1" data-bbox="938 943 2141 1166"> <thead> <tr> <th data-bbox="938 943 1339 1066">Total lanes available in one direction before clearway installed</th> <th data-bbox="1339 943 1740 1066">One-way flow rate at which stopping is banned (vehicles/ hour)</th> <th data-bbox="1740 943 2141 1066">Total lanes available in one direction after clearways installed</th> </tr> </thead> <tbody> <tr> <td data-bbox="938 1066 1339 1114">1</td> <td data-bbox="1339 1066 1740 1114">800</td> <td data-bbox="1740 1066 2141 1114">2</td> </tr> <tr> <td data-bbox="938 1114 1339 1166">2</td> <td data-bbox="1339 1114 1740 1166">1,600</td> <td data-bbox="1740 1114 2141 1166">3</td> </tr> </tbody> </table> <p><b>Table 5: Volume guidelines for the provision of clearways</b></p> <p>King Georges Road at Beverly Hills was identified in the Sydney Clearways Strategy (2013) and plays a vital role in Sydney's transport network. It is also identified as an important primary freight road corridor in the NSW Freight and Port Strategy (2013), and in addition to that King Georges Road is also an important suburban bus route identified in the Sydney's</p>	Total lanes available in one direction before clearway installed	One-way flow rate at which stopping is banned (vehicles/ hour)	Total lanes available in one direction after clearways installed	1	800	2	2	1,600	3
Total lanes available in one direction before clearway installed	One-way flow rate at which stopping is banned (vehicles/ hour)	Total lanes available in one direction after clearways installed									
1	800	2									
2	1,600	3									

Category	Feedback	Roads and Maritimes' response
		<p data-bbox="936 188 2157 252">Bus Future (2013) that plays an important role for moving people across the Sydney road network.</p> <p data-bbox="936 268 2157 443">In 2016, Roads and Maritime engaged an independent consultant to investigate traffic volume along King Georges Road at Beverly Hills. We then reviewed the traffic volume data collected in 2018 as shown in Figure 3 to Figure 6 to check for variances. When comparing data collected in 2016 and 2018, it shows that the trend has not changed with the traffic volume near or exceeds 1600 vehicles per hour during the proposed clearways hours.</p> <p data-bbox="936 459 2157 523">The dash line on the graphs indicates the traffic volume at which a clearway should start to operate in accordance with the Australian Standards.</p>  <p data-bbox="936 970 2157 1013"><b>Figure 3: Weekday southbound traffic volume through three lanes on King Georges Road, Beverly Hills</b></p>

Category	Feedback	Roads and Maritimes' response
		 <p data-bbox="936 643 2112 671"><b>Figure 4: Weekend southbound traffic volume through three lanes on King Georges Road, Beverly Hills</b></p>  <p data-bbox="936 1098 2112 1126"><b>Figure 5: Weekday northbound traffic volume through three lanes on King Georges Road, Beverly Hills</b></p>

Category	Feedback	Roads and Maritimes' response
		 <p data-bbox="936 606 2110 635"><b>Figure 6: Weekend northbound traffic volume through three lanes on King Georges Road, Beverly Hills</b></p>
<p data-bbox="94 676 228 740"><b>Clearway Hours</b></p>	<p data-bbox="331 676 860 708">The clearway time should finish by 5pm.</p> <p data-bbox="331 762 882 893">I recommend weekday clearway hours 10.30am to 1.30pm, Saturday clearway to 6pm and Sunday no clearway only 1P parking.</p> <p data-bbox="331 916 882 1046">Extended clearway hours could be 6am to 6pm Monday to Friday and 10am to 5pm Saturday and Sunday rather than the proposed hours.</p> <p data-bbox="331 1069 900 1232">The current clearway times are sufficient to maintain traffic flow during peak times and the extension to off peak, weekends and public holidays serves no advantage as the traffic is not heavy at these times.</p> <p data-bbox="331 1254 904 1347">The current clearway hours during peak traffic hours are efficient enough to manage traffic.</p>	<p data-bbox="936 676 2132 807">Traffic investigations shown in Figure 3 to Figure 6 above and site observations in Figure 7 to Figure 9 below indicate that during weekday interpeaks (i.e. 10am – 3pm) and weekends (i.e. 9am – 6pm), clearways are needed to alleviate queues and delays on the state road by making the kerbside lane available to traffic.</p> <p data-bbox="936 829 2136 893">Parking on King Georges Road will still be allowed after 7pm on weekdays and after 6pm on weekends to support evening dining in the Beverly Hills Town Centre.</p>

Category	Feedback	Roads and Maritimes' response
	<p>There is no congestion on weekends, relook at weekend clearway hours.</p>	 <p data-bbox="943 659 1733 687"><b>Figure 7: Northbound traffic condition on a typical weekday at 2:09pm</b></p>  <p data-bbox="943 1137 1740 1166"><b>Figure 8: Southbound traffic condition on a typical weekday at 1:55pm</b></p>
	<p>At no time is traffic congested between 10am and 3pm on weekdays and weekends. On public holidays traffic flows are lower and not congested.</p>	
	<p>To have clearways in place until 6pm on weekends and public holidays would be problematic.</p>	

Category	Feedback	Roads and Maritimes' response
		 <p data-bbox="938 671 1599 699"><b>Figure 9: Traffic condition on a typical weekend at 4:30pm</b></p>
<b>Access and amenity</b>	I think the wayfinding signage in Beverly Hills Town Centre needs improvement.	Roads and Maritime have listened to this feedback and we are currently working with Georges River Council to improve council car park wayfinding signage at Beverly Hills Town Centre.
<b>Local business customer parking and deliveries</b>	<p data-bbox="331 879 891 914">It is convenient to park in front of the shop.</p> <p data-bbox="331 951 875 1150">The residents would like to see the new clearways restrictions lifted between 12:00pm and 2:00pm daily to assist the local shopping / business strip to allow trucks and residents to stop for lunch and afternoon tea breaks.</p>	<p data-bbox="938 879 2092 979">We understand that the new and extended clearway hours will change parking conditions and may cause some inconvenience for business customers, residents, visitors, tradespeople and deliveries.</p> <p data-bbox="938 999 2130 1165">However, our parking study found that during the proposed clearways hours there is sufficient parking in existing council car parks and nearby side streets as demonstrated by the photos taken during a typical weekday and a typical weekend (see Figure 10 to Figure 13). We are also currently working with Georges River Council to improve public awareness of the existing council car parks by adding and updating existing wayfinding signs.</p>

Category	Feedback	Roads and Maritimes' response
		<div data-bbox="949 213 1890 523"> <p>Beresford Avenue car park</p>  <p>Taken Wednesday 12/6/19 at 12:56PM – approx. 26 spaces available</p> </div> <p><b>Figure 10: Beresford Avenue car park on a typical weekday</b></p> <div data-bbox="949 600 1890 932"> <p>Beresford Avenue car park</p>  <p>Taken Saturday 16/12/18 at 4:36PM - 24 spaces available</p> </div> <p><b>Figure 11: Beresford Avenue car park on a typical weekend</b></p> <div data-bbox="949 1008 1890 1289"> <p>Edgbaston Road car park</p>  <p>Wednesday 12/6/19 at 12:35PM – approx.40 spaces available</p> </div> <p><b>Figure 12: Edgbaston Road car park on a typical weekday</b></p>

Category	Feedback	Roads and Maritimes' response
		 <p><b>Figure 13: Edgbaston Road car park on a typical weekend</b></p> <p>In addition, Roads and Maritime is working with council to increase the number of spaces within Beresford Avenue car park and optimise its operation by introducing shorter term parking. As a result, council has prepared line marking designs that will deliver four extra spaces and a plan to relocate the existing accessible parking next to the footpath making it safer to set down and pick up people with mobility issues. Part of the design also includes the introduction of 11 1P spaces (during clearways hours) to improve parking turnover during periods of high demand. 22 spaces will be retained as 3P spaces to provide for long term parking demand by customers.</p> <p>We are also working with council in introducing three 1P spaces (during clearways hours) within the Frederick Avenue car park close to the existing signalised pedestrian crossing with the remaining nine 3P spaces retained to provide for long term parking demand by customers.</p> <p>It should be noted, customers are still allowed to park on King Georges Road from 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in the Beverly Hills Town Centre.</p>
	<p>Where will taxis stop to drop off or pick up patients from the health practitioners at Beverly Hills?</p>	<p>Regarding Taxis, under NSW road rules, buses and taxis are allowed to stop on a clearway to drop off or pick up passengers. However, hire cars, including ride-sharing services, are not permitted to drop off or pick up passengers in a clearway. Emergency vehicles and postal vehicles accessing a public post box are exempt from clearways restrictions.</p>

Category	Feedback	Roads and Maritimes' response
	<p>Most of my business is from truck drivers, existing car parks and side streets do not provide truck parking spaces and are too small to accommodate B-double truck. No provision is made for truck parking.</p>	<p>Heavy vehicles or long vehicles may park in accordance with specific conditions under Roads and Maritime's 'Heavy vehicle road rules – Standing and parking'. Find out more in the link below:</p> <p><a href="https://www.rms.nsw.gov.au/roads/safety-rules/road-rules/heavy-vehicles/index.html#Standingandparking">https://www.rms.nsw.gov.au/roads/safety-rules/road-rules/heavy-vehicles/index.html#Standingandparking</a></p>
	<p>The loss of on-street parking will affect deliveries to my shop, and other shops and businesses in Beverly Hills.</p>	<p>Our investigations showed that most businesses on the western side of King Georges Road at Beverly Hills have rear lane access and parking within properties. During clearways hours, tradespeople and delivery vehicles are encouraged to park within properties wherever possible.</p>
	<p>No provision has been made for shop and business deliveries in the shopping centre as Hampden Lane to the rear of King Georges Road (western side) has No Stopping zones for its full length. The lane has sufficient space for one truck and one van and is difficult to access and manoeuvre for a large rigid truck.</p>	<p>Deliveries that require vehicles to stop on King Georges Road should be arranged outside the clearways hours.</p> <p>If parking is not available within the property, tradespeople and delivery vehicles will need to park in local side streets and/or the existing Loading Zone in Edgbaston Road. This is similar to all other state roads where clearways and 'No Stopping' restrictions are in place.</p>
	<p>We are cleaning contractors for many of the businesses at Beverly Hills Town Centre. No parking on King Georges Road means we may lose some contracts.</p>	
	<p>I am a food delivery person. I pick up orders from restaurants at Beverly Hills Town Centre every day, it is easy to park on the road compared to the city where you have to pay for parking. If King Georges Road becomes a clearway where do I park? Parking in side street is not convenient.</p>	

Category	Feedback	Roads and Maritimes' response
	Change existing 'No Stopping' restrictions at Hampden Street rear laneway for deliveries.	<p>The rear laneway between King Georges Road and Hampden Street currently has a mix of 'No Stopping' and 'No Parking' restrictions. Vehicles may stop in a 'No Parking' zone in accordance with specific conditions under the rules, find out more in the link below:</p> <p><a href="https://www.rms.nsw.gov.au/roads/safety-rules/road-rules/index.html">https://www.rms.nsw.gov.au/roads/safety-rules/road-rules/index.html</a></p>
<b>Business impact</b>	<p>I strongly believe that this would disadvantage the restaurants, cafes and cinema.</p> <p>Restriction of parking on King Georges Road would be detrimental to the various restaurants and store owners and may eventually lead to the closure of many places.</p> <p>The removal of parking along King Georges Road during the day and the conversion from 3P to 1P parking will be detrimental to the businesses.</p> <p>The proposal has a negative impact on existing daytime businesses and only addresses a local parking problem outside the proposed clearway hours.</p>	<p>Roads and Maritime understands that the new and extended clearway hours will change parking conditions in front of properties. However any parking currently permitted on a state road is not specifically allocated to residents or businesses.</p> <p>Our parking study found that during the proposed clearways hours, there is sufficient parking in existing council car parks and nearby side streets as shown above under the category 'Local business customer parking and deliveries'.</p> <p>We have also actively looked at alternative business customer parking options to help business customers and visitors find parking near businesses at Beverly Hills Town Centre.</p> <p>The parking study found that business customer parking demand on King Georges Road can be catered for by the parking available in existing council car parks adjacent to Edgbaston Road, Frederick Avenue and Beresford Avenue.</p> <p>We are currently working with Georges River Council to improve wayfinding signage and to optimise Beresford Avenue car park, adding four new spaces.</p> <p>We are also looking into optimising the timed parking within the Beresford Avenue and Frederick Avenue car park by proposing to convert 3P to 1P parking restrictions during the clearways hours (11 spaces in Beresford Avenue and 3 spaces in Frederick Avenue car parks). This will increase the parking turnover during times of high demand.</p> <p>22 spaces in Beresford Avenue car park and nine in Frederick Avenue car park will continue to be 3P spaces to provide longer term parking for customers.</p> <p>It should be noted, customers are still allowed to park on King Georges Road from 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in the Beverly Hills Town Centre.</p>

Category	Feedback	Roads and Maritimes' response
<b>Hampden Street timed angled parking</b>	The proposed angled parking would only create havoc on Hampden St and other streets around that area.	Roads and Maritime considered feedback received from the community and in agreement with Council, the proposed new angled parking on Hampden Street will not proceed.  We thank you for your feedback.
	Which numbers of properties in Hampden Street will the proposed angled parking be located?	
	As a resident, it is already very difficult and dangerous when pulling out of my driveway, as it is extremely difficult to see around parked cars when turning onto Hampden St. Introducing 90 degree angled parking would worsen the problem and make it impossible to see clearly when pulling out of the driveway onto the road.	
	Garbage collection could be affected by the parking changes.	
	What hours & days will the 1P parking be in effect on Hampden Street?	
	The proposed angled parking on Hampden Street is not safe because the road is not wide enough, and trees would have to be removed to accommodate the new angle parking.	
	Hampden Street parking proposal is a good idea, however 1P may not be sufficient for visitors or customers, 3P is better.	
	Do you propose to make Hampden Street a one way street as angle parking can change the width to the road?	
	Will Hampden Street still be a two way street?	

Category	Feedback	Roads and Maritimes' response
	Will there be exclusions for residents for the 1P parking restrictions like there are in the Inner West?	
	The 1 hour limit in Hampden Street will make a relaxing lunch more difficult. It will make seeing a film in Beverley Hills a difficult process.	
	Where do removalists, repair men and visitors park on Hampden Street? These people need more than an hour parking.	The proposed 1P new angle parking in Hampden Street will not proceed as mentioned above. Current parking practices for trades people and removalists will remain unchanged.
	1 hour parking on Hampden Street is not a feasible alternative as a large part of Hampden Street is usually taken up by commuters parking.	The proposed 1P new angle parking in Hampden Street will not proceed as per above mentioned. Concerns about lack of commuter parking in Beverly Hills will be forwarded to the relevant department within Transport for NSW for further consideration.
	Hampden Street is already full on weekend and people struggle to find parking. Many park in 'No Stopping' and 'No Parking' zones, as well as across residential driveways.	The proposed 1P new angle parking in Hampden Street will not proceed as mentioned above.  We encourage members of the public to report illegal parking, speeding, dangerous driving or unsafe behaviour on the road network to the police. The NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations.
	Traffic movements on Hampden Street and loss of existing parking through the new angle spaces may cause changes to traffic movements and speeds in the local streets.	
<b>Parking</b>	Cinema customers need more than 1 hour parking, especially weekends for family and old people.	Our parking study found that during the proposed clearways hours, there is sufficient parking in existing council car parks and nearby side streets as shown above under the category 'Local business customer parking and deliveries'.

Category	Feedback	Roads and Maritimes' response
	<p>Converting 3 hours to 1 hour parking is not sufficient especially when those people who are visiting are probably visiting for lunch or the cinema.</p> <p>Turning the parking into 1 hour is ridiculous, it's not enough time to have lunch, or go for an appointment with a specialist.</p> <p>How are you planning to provide new parking spaces for business customers without deteriorating the already cramped residential parking condition on Hampden Street, Melvin Street and the surrounding laneways?</p> <p>Proposed 1P parking in council car parks and Hampden Street might be enough for a daytime lunch, but certainly not enough for evening diners at restaurants. 2 to 3 hours parking will be more functional.</p> <p>People going to the movies, going to lunch, even shopping need more than an hour. The average length of a movie is 90 minutes.</p> <p>A large vacant block of land near the corner of King Georges Road and Stoney Creek Road could have a car park built on it. The Old Woolworths/Cane Shop on King Georges Road has been vacant for many years a car park could be built there with back lane entry.</p>	<p>Despite having sufficient parking to offset business parking removed from the state road, we have actively looked at alternative business customer parking options to help business customers and visitors find parking near businesses at Beverly Hills Town Centre.</p> <p>In the June 2019 Project Update, Roads and Maritime suggested to convert a limited number of 3P parking spaces in council car parks into 1P parking spaces to increase the parking turnover for business customers in Beverly Hills Town Centre, retaining over 130 3P parking spaces across the three Council car parks. This proposal helps to increase the parking turnover during periods of high demand to help support business customer parking in Beverly Hills Town Centre.</p> <p>Customers are still allowed to park on King Georges Road from 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in Beverly Hills Town Centre.</p> <p>After considering the feedback received, Roads and Maritime will be developing the following with Georges River Council:</p> <ul style="list-style-type: none"> <li>- <b>Frederick Avenue:</b> Convert three 3P spaces to 1P to provide short term parking spaces for business customers, retaining nine 3P spaces and one accessible parking space for longer term parking.</li> <li>- <b>Beresford Avenue:</b> Convert 11 3P spaces to 1P and change the car park layout to add four additional parking spaces, retaining 22 3P spaces for longer term parking.</li> </ul> <p>Relocate existing accessible parking space closer to the footpath to make it easier and safer to pick up and set down people with mobility issues. Any request for additional accessible parking should be directed towards council.</p> <ul style="list-style-type: none"> <li>- <b>Wayfinding signage:</b> Introduce new and update existing wayfinding signage to make it easier for business customers to access the existing Council car parks in Beverly Hills Town Centre.</li> </ul> <p>There will be no changes to Edgbaston Road car park which currently provides over 100 3P parking spaces for customers looking for longer term parking.</p> <p>The added benefit of using the off street car parks in lieu of parking on the state road is the reduced risk of having an incident with moving traffic and motorist entering/exiting their vehicle (specially with kids and the elderly).</p>

Category	Feedback	Roads and Maritimes' response
	<p>The extra parking proposal is inadequate and not suitable for customers with disability.</p> <p>There isn't enough street parking around Beverly Hills to cater for elderly people or anyone with mobility issues, even parents with young kids.</p>	<p>The existing Council car parks provide mobility impaired parking spaces.</p> <p>However should additional time be required for customers with mobility issues, Roads and Maritime has the mobility parking scheme permit. This allows permit holders to park in time limited parking areas for longer time periods. If the parking area is limited to:</p> <ul style="list-style-type: none"> <li>• more than 30 minutes: the vehicle can park for an unlimited time</li> <li>• 30 minutes: the vehicle can park for up to two hours</li> <li>• less than 30 minutes: the vehicle can park for a maximum of 30 minutes</li> </ul> <p>For more information, visit the following page:  <a href="http://www.rms.nsw.gov.au/roads/using-roads/mobility-parking/index.htm">http://www.rms.nsw.gov.au/roads/using-roads/mobility-parking/index.htm</a></p>
	<p>Would it be possible to retain the current parking availability in the two blocks between Lowana Place and Tooronga Terrace (north of station) and between Morgan Street and Frederick Avenue (south of station)?</p>	<p>The kerbside indented parking on King Georges Road between Lowana Place and Tooronga Terrace (north of Beverly Hills train station) heading in the southbound direction will be retained.</p> <p>The indented parking between Morgan Street and Frederick Avenue heading in the southbound direction (south of Beverly Hills train station) will remain unchanged.</p>
<p><b>Laneway improvements</b></p>	<p>I strongly support the proposal to improve the pedestrian footpaths in the lane connecting Hampden Street and King Georges Road. The lane is well used by pedestrians and the current layout is not satisfactory.</p> <p>Traffic movements in the lane that runs from Edgbaston Road to Stoney Creek Road should also be looked as part of this project. The possibility of installing traffic calming devices in the lane needs to be investigated.</p> <p>With the proposed walkway, will there be alternative routes to cross Stoney Creek Road?</p>	<p>Roads and Maritime thank you for your feedback.</p> <p>Based on the community feedback and discussions with Georges River Council, Roads and Maritime in agreement with Council, will not be progressing with funding the angle parking in Hampden Street and the proposed pedestrian footpath improvements along the laneway connecting Hampden Street to King Georges Road. The footpath improvement was intended to support the proposed additional angle parking in Hampden Street, which will no longer proceed.</p> <p>Feedback regarding the other laneway will be forward to Georges River Council for their consideration.</p>

Category	Feedback	Roads and Maritimes' response
<b>Environmental impact</b>	<p>Far too many semi-trailers are already using King Georges Road and Stoney Creek Road and the noise and soot pollution are both unbearable, leading to business owners keeping their doors shut.</p>	<p>Clearways are intended to contribute to more efficient traffic flow, it is not anticipated to generate change to existing road traffic noise. King Georges Road and Stoney Creek Road are both significant state roads that are required to move large volumes of people and goods around Sydney.</p> <p>Concerns about existing road traffic noise from a state road can be referred to the Roads and Maritime Noise Abatement Program</p> <p><a href="https://rms.nsw.gov.au/aboutenvironment/reducing-noise/noise-abatement-program.html">rms.nsw.gov.au/aboutenvironment/reducing-noise/noise-abatement-program.html</a></p> <p>Adverse greenhouse gas impacts, including carbon monoxide are not anticipated from the proposal during operation. The proposal would contribute to improved traffic efficiency, which should reduce the need for motorists to stop and start, lowering emissions.</p>
	<p>No Social Impact Assessment (SIA) and Economic Impact Assessment (EIA) of the proposed extended and new clearways. The economic impact assessment must look at the loss of on-street parking and impacts to existing daytime businesses, and the viability of the Beverly Hills shopping centre.</p>	<p>The Environmental Planning and Assessment Act 1979 requires social impacts to be assessed and considered as part of the overall environmental impact assessment recorded in the Review of Environmental Factors (REF).</p> <p>An important part of the Sydney Clearway Program is finding the right balance between customer parking to local shops and moving motorists and goods around our state road network.</p> <p>Along with an assessment of the volumes and travel time, our investigations have confirmed that:</p>
	<p>Detailed engagement must occur with business owners to understand the impact of the proposal on local businesses. The assessment must be undertaken by independent Environmental Impact Assessment practitioners and peer reviewed and the findings and conclusions discussed with the impacted businesses.</p>	<ul style="list-style-type: none"> <li>• it is a primary freight road identified in the NSW Freight and Ports Strategy (2013) and an important suburban bus route identified in the Sydney's Bus Future (2013)</li> <li>• it carries a number of local bus routes and provides buses with access to interchange</li> <li>• there is sufficient parking in existing council car parks and side streets to offset the demand for business parking removed from King Georges Road.</li> </ul> <p>Based on the investigation and the objectives of the Sydney Clearways Strategy, King Georges Road meets the requirements for new weekend and extended weekday clearways.</p>
<b>Community engagement</b>	<p>No engagement with shop and business owners, with the first approach being a letter box drop of an information brochure about the proposal.</p>	<p>As discussed in the 'Engagement approach' section of this report, Roads and Maritime distributed a project update to local communities and key stakeholders as detailed in Table 2 and Appendix A and B at the commencement of the community engagement on 17 June 2019.</p> <p>An 'inform' and 'consult' engagement approach was adopted for this project to:</p>

Category	Feedback	Roads and Maritimes' response
		<ul style="list-style-type: none"> <li>• 'Inform' the community, businesses and other stakeholders on the new weekend and extended weekday clearways, as these have been determined based on traffic volumes and travel times; and</li> <li>• 'Consult' on the proposed alternative business customer parking and to identify if there are any other parking options we could implement to manage business parking at Beverly Hills Town Centre.</li> </ul> <p>Whilst we adopted an 'inform' process for the clearways, and 'consult' process on the alternative business customer parking, Roads and Maritime has taken into account all concerns raised to determine the new clearways hours and parking changes.</p> <p>We doorknocked 74 businesses at Beverly Hills Town Centre on 17 June 2019 to inform businesses about the clearways and to discuss about the proposed alternative business customer parking options.</p> <p>We also engaged with customers about the project at Beverly Hills Town Centre between 18 June and 30 June 2019, and sought feedback about the alternative business parking options.</p>  <p>All community members, including residents, were invited to provide feedback on the project during the engagement period from 17 June to 8 July 2019 by the Roads and Maritime project team.</p> <p>The feedback received from businesses and the community has been assessed as demonstrated in this report. As a result, the parking solutions have been revised in agreement with Council.</p>

Category	Feedback	Roads and Maritimes' response																																																							
	<p>The information brochure is light on details, largely lines on a drawing of the Beverly Hills area, no details of the angle parking, where on Hampden Street they will be located. No information whether there is a deficit in parking spaces by the extended clearways on King Georges Road.</p>	<p>The proposed alternative parking options including the new angle parking in Hampden Street shown in the brochure was indicative subject to the outcome of the community and stakeholder engagement, and therefore no details were confirmed.</p> <p>Whilst Roads and Maritime and Council have decided not to proceed with the parking proposal on Hampden Street, it should be noted that parking survey investigations and site observations at Beverly Hills Town Centre were carried out which showed no parking deficit, with sufficient parking available in existing council car parks and local side streets (Frederick Avenue, Norfolk Avenue, Beresford Avenue, Hampden Street and Edgbaston Road) to accommodate parking removed from King Georges Road during the proposed clearway hours as shown in Figure 14 and Figure 15.</p> <p>Outside the clearway hours, customers are still allowed to park on King Georges Road from 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in the Beverly Hills Town Centre.</p> <div data-bbox="943 692 1749 1161" data-label="Figure"> <table border="1"> <caption>Demand against supply survey - taking the worst case (Tuesday)</caption> <thead> <tr> <th>Hour starting</th> <th>State Road demand</th> <th>Side street demand</th> <th>Total Demand</th> <th>Supply</th> </tr> </thead> <tbody> <tr><td>9:00am</td><td>0</td><td>0</td><td>0</td><td>300</td></tr> <tr><td>10:00am</td><td>0</td><td>159</td><td>159</td><td>300</td></tr> <tr><td>11:00am</td><td>8</td><td>166</td><td>174</td><td>300</td></tr> <tr><td>12:00pm</td><td>12</td><td>165</td><td>177</td><td>300</td></tr> <tr><td>1:00pm</td><td>20</td><td>158</td><td>178</td><td>300</td></tr> <tr><td>2:00pm</td><td>15</td><td>171</td><td>186</td><td>300</td></tr> <tr><td>3:00pm</td><td>0</td><td>0</td><td>0</td><td>300</td></tr> <tr><td>4:00pm</td><td>0</td><td>0</td><td>0</td><td>300</td></tr> <tr><td>5:00pm</td><td>0</td><td>0</td><td>0</td><td>300</td></tr> <tr><td>6:00pm</td><td>0</td><td>0</td><td>0</td><td>300</td></tr> </tbody> </table> </div> <p><b>Figure 14: Weekday parking surveys outside existing clearway hours on King Georges Road, council car parks and local side streets</b></p>	Hour starting	State Road demand	Side street demand	Total Demand	Supply	9:00am	0	0	0	300	10:00am	0	159	159	300	11:00am	8	166	174	300	12:00pm	12	165	177	300	1:00pm	20	158	178	300	2:00pm	15	171	186	300	3:00pm	0	0	0	300	4:00pm	0	0	0	300	5:00pm	0	0	0	300	6:00pm	0	0	0	300
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		<p data-bbox="936 148 1379 177"><b>Roads and Maritimes' response</b></p> <div data-bbox="936 185 1756 644"> <table border="1"> <caption>Demand against supply survey - taking the worst case (Saturday)</caption> <thead> <tr> <th>Hour starting</th> <th>State Road demand</th> <th>Side street demand</th> <th>Total Demand</th> <th>Supply (side street &amp; council car park)</th> </tr> </thead> <tbody> <tr><td>9:00am</td><td>5</td><td>130</td><td>135</td><td>247</td></tr> <tr><td>10:00am</td><td>13</td><td>139</td><td>152</td><td>247</td></tr> <tr><td>11:00am</td><td>12</td><td>151</td><td>163</td><td>247</td></tr> <tr><td>12:00pm</td><td>18</td><td>147</td><td>165</td><td>247</td></tr> <tr><td>1:00pm</td><td>31</td><td>155</td><td>186</td><td>247</td></tr> <tr><td>2:00pm</td><td>27</td><td>147</td><td>174</td><td>247</td></tr> <tr><td>3:00pm</td><td>30</td><td>140</td><td>170</td><td>247</td></tr> <tr><td>4:00pm</td><td>31</td><td>156</td><td>187</td><td>247</td></tr> <tr><td>5:00pm</td><td>35</td><td>167</td><td>202</td><td>247</td></tr> <tr><td>6:00pm</td><td>0</td><td>247</td><td>247</td><td>247</td></tr> </tbody> </table> </div> <div data-bbox="1774 213 2013 392" style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Outside proposed weekend clearways hours where parking on the state road will be available</p> </div> <p data-bbox="936 651 2085 679"><b>Figure 15: Weekend parking surveys on King Georges Road, council car parks and local side streets</b></p>	Hour starting	State Road demand	Side street demand	Total Demand	Supply (side street & council car park)	9:00am	5	130	135	247	10:00am	13	139	152	247	11:00am	12	151	163	247	12:00pm	18	147	165	247	1:00pm	31	155	186	247	2:00pm	27	147	174	247	3:00pm	30	140	170	247	4:00pm	31	156	187	247	5:00pm	35	167	202	247	6:00pm	0	247	247	247
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## Out of Scope

There were a number of responses that were considered out of scope for this project.

**Table 6 - Feedback received that was out of scope**

Category	Feedback	Roads and Maritimes' response
<b>Edgbaston Road Multi-level car park</b>	The only answer to this dilemma is to create more multi-level parking stations.	Roads and Maritime have passed these enquiries to Transport for NSW who are overseeing investigations into the proposal for a multi-storey commuter car park in Edgbaston Road.
	Some years ago we were promised a multi storey parking station near Beverly Hills Station (No Action Yet).	
	Difficulty of finding parking is already problematic and will not be eased until the multi-storey car park is built.	
	What is the update on the multi-storey car park?	
	You have not built the commuter car park extension as promised which would provide extra parking.	
	Where is the multi storey parking we were promised for commuters?	
	RMS should provide an alternative that results in no net loss of parking i.e. fund the additional parking spaces via a new level of car park over the existing car parks.	
<b>Pedestrian crossing and bike path</b>	Two pedestrian crossings over King Georges Road one near the Beverly Hills cinema and another one near Stoney Creek Road intersection. Such crossings should be elevated over busy King Georges Road and be designed with disability features.	Roads and Maritime will forward the suggestions to the relevant department within Transport for NSW and Council for further consideration.  However, pedestrians can cross King Georges Road by using the existing pedestrian crossings in front of the cinema or the underpass at Beverly Hills Station.

Category	Feedback	Roads and Maritimes' response
	<p>RMS should be providing a signalised pedestrian crossing to cross King Georges Road at the Morgan Street intersection.</p>	
	<p>There is no consideration of bike paths on King Georges Road.</p>	<p>Cyclists wishing to travel through Beverly Hills Town Centre can use the existing cycleway facilities on the parallel streets of Patrick Street or Penshurst Street. The cycleway on Patrick Street runs between Stoney Creek Road and Gordon Street, and the cycleway on Penshurst Street begins just after Stoney Creek Road and runs past Percival Street.</p> <p>We encourage cyclists to use the RMS interactive tool, Cycleway Finder to locate cycleway infrastructure throughout NSW. For more information on Cycleway Finder, please review <a href="http://www.rms.nsw.gov.au/maps/cycleway_finder">http://www.rms.nsw.gov.au/maps/cycleway_finder</a>.</p> <p>To discuss the expansion of cycleways or shared paths on King Georges Road, please consider contacting Georges River Council. Should Council wish to further investigate these options, they can apply for development and/or construction funding under the walking and cycling program. For more information relating to the program please visit the Roads and Maritime Services webpage <a href="http://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/active-transport/index.html">http://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/active-transport/index.html</a></p>
<p><b>Public transport</b></p>	<p>Ensure that the existing bus stops on King Georges Road in both directions will continue to be surrounded by marked bus zones, which will exempt buses, and continue to allow scheduled bus routes to set down and pick up passengers on King Georges Road in the marked bus zones.</p>	<p>Under NSW road rules, buses and taxis are allowed to stop on a clearway to drop off or pick up passengers.</p> <p>Roads and Maritime expects a clearway will alleviate the existing congestion and improve travel times for all road users. When in operation, clearways provide an additional lane for all traffic, including buses and cyclists. Clearways complement bus priority arrangements and supports improved bus travel times and reliability by allowing parked or broken down vehicles to be removed from the kerbside lane avoiding disruption to traffic flow.</p>

Category	Feedback	Roads and Maritimes' response
<b>Traffic signals</b>	Traffic signal on Edgbaston Road turning left onto King Georges Road only last for 5 seconds, causing huge queue on Edgbaston Road during morning peak hour.	<p>Traffic signals in NSW are part of the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on current traffic flows. Sensors embedded beneath the road measure the number and density of traffic approaching the lights in each direction and allocate green lights accordingly. The length of time the lights stay green vary in response to changing traffic conditions to balance the needs of all road users on the state road network, particularly busy corridors such as King Georges Road during peak hours.</p> <p>The implementation of clearways has shown a more efficient operation of existing traffic signals, with more vehicles passing through intersections during each cycle.</p> <p>More information on SCATS can be found on the Roads and Maritime Services website at <a href="http://www.rms.nsw.gov.au/scats">www.rms.nsw.gov.au/scats</a></p>
<b>Road network</b>	There is a blank spot between the 'End School Zone' sign and 1P parking space on Edgbaston Road (southern side) can it be turned into a 1P parking space?	According to Australia Road Rules it is a requirement to have a 20m clearance at the departure side of traffic signals around traffic signals to provide room for vehicle to change lanes, for this reason, the spot cannot be converted to a 1P parking space.
<b>Local roads</b>	The loading zone on Edgbaston Road should be reduced to accommodate one additional parking space.	Edgbaston Road is a local council road under the care of Georges River Council. The request for an additional parking space has been passed onto Council.
	There is a lot of traffic on Kingsgrove Road. Please try to make that a clearway at least for a few hours in the morning and evening so that traffic flows.	Kingsgrove Road is a local council road under the care of City of Canterbury Bankstown Council, Georges River Council and Bayside Council. This feedback has been passed onto the respective councils.
	Hampden Street is a street very close to the train station and majority of parking is taken by train commuters from early in the morning to late at night. Besides the roundabouts not being installed there was also a car park to be built for commuters in Edgbaston Road which would relieve parking in nearby streets. Instead what we got is a boarding house which we all complained about.	In terms of the roundabout and boarding house, these items have been passed onto Council. Regarding the commuter car park, this feedback has been passed on to Transport for NSW who are overseeing investigations into the proposal for a multi-storey commuter car park in Edgbaston Road.

Category	Feedback	Roads and Maritimes' response
<b>Local roads parking</b>	Both Hampden Street and Melvin Street could be used for timed parking, 3 hour in Melvin Street to allow for cinema and lunch time visits to Beverly Hills.	Hampden Street, Melvin Street and Morgan Street are local council roads under the care of Georges River Council. Feedback about timed parking has been passed onto Council.
	Hampden Street & Melvin Street have high density multi-storey apartments, households that have 2 motor vehicles have to resort to street-parking because their apartment-garage only has enough space for a single vehicle, changing the hours to 1P will affect these people.	
	Consider converting some unrestricted parking spaces on Morgan Street into 2-3 hours parking for business customers.	
<b>Urban amenity</b>	RMS has failed to appropriately maintain the centre landscape palms, and the broken block work is unsightly and is a traffic hazard. RMS needs to commit to maintaining this area.	<p>The landscape palms in Beverly Hills Town Centre are maintained by Georges River Council, this feedback has been passed onto Council.</p> <p>Georges River Council is working with the community to explore opportunities to make the Beverly Hills Town Centre a better place to live, work and visit.</p> <p>You can share your ideas with Georges River Council through the Beverly Hills Town Centre Master Plan on <a href="https://yoursay.georgesriver.nsw.gov.au/beverly-hills-masterplan">https://yoursay.georgesriver.nsw.gov.au/beverly-hills-masterplan</a>.</p>
	RMS should employ the services of an urban designer to ensure changes to the urban environment do not result on an impact to the Beverly Hills town. Priority should be for pedestrians within the town Centre and the economic viability of local businesses and not vehicles traveling through.	
<b>Traffic improvements</b>	Removal of the median through the shopping centre to create an additional lane which can operate on a contraflow basis during the weekends, similar to the Princes Highway contraflow at Blakehurst.	<p>We thank you for your suggestion.</p> <p>The new and extended clearways would make an additional lane available to traffic by removing parked vehicles from the kerbside lane without the need to create an additional lane.</p>

Category	Feedback	Roads and Maritimes' response
	<p>King Georges Road between Young Street and Stoney Creek Road has four lanes of traffic, three northbound and one dedicated right turn lane. The intersection performance can be improved by designating the kerb side lane to left turn only. This leaves two northbound lanes from the south through the shopping centre and eliminates the conflict of merging three lanes to two north of the Stoney Creek Road intersection. This would eliminate delays and congestion at this intersection – a simple solution which will ease congestion and remove a pinch point.</p>	<p>The central median is also not continuous through Beverly Hills Town Centre.</p> <p>Having only two northbound lanes will not ease the queue lengths and the delays due to the amount of traffic volume passing through the Beverly Hills Town Centre.</p> <p>However, implementing clearways can reduce the queue lengths at intersections and reduce delays by making the kerbside lane available to traffic. Vehicles travelling northbound of King Georges Road no longer have to merge when passing through the Stoney Creek Road intersection.</p>
	<p>Are there plans to also make no right hand turns between Forest Road and Stoney Creek Road?</p>	<p>In September 2018, Roads and Maritime asked the community to provide feedback on a proposed design to reduce congestion and improve road safety on King Georges Road between Stoney Creek Road and Forest Road including the section between Stoney Creek Road and Young Street.</p> <p>During the feedback period, the community had told us that banning all right turns would have caused inconvenience for local residents, particularly those who needed to access to Penshurst Public School and Penshurst Park Sporting hub. In response to the feedback received, we investigated alternatives and now plan to construct a new right turn bay from King Georges Road, southbound, into Percival Street.</p> <p>You can find out more about the project in website below:  <a href="https://www.rms.nsw.gov.au/projects/sydney-south/king-georges-rd-bev-hills-to-south-hurstville/index.html">https://www.rms.nsw.gov.au/projects/sydney-south/king-georges-rd-bev-hills-to-south-hurstville/index.html</a></p>
<p><b>Safety</b></p>	<p>Many heavy rigid vehicles are traveling in a dangerous manner through this centre. The clearway program needs to consider pedestrian safety and the likelihood of trucks crashing into footpaths and business. The</p>	<p>The current speed limit on King Georges Road through Beverly Hills is 60km/h, and there are existing speed cameras along the corridor.</p> <p>Roads and Maritime encourage members of the public to report unsafe driving behaviour on the road network to the police. The NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations.</p>

Category	Feedback	Roads and Maritimes' response
	<p>current parked cars during non-peak times provides the appropriate barrier and visual clues for motorists to drive slowly through the town centre, especially during the busy lunch trade.</p>	<p>We have reviewed the crash history for this section of King Georges Road and found there were 95 reported crashes in the five-year period from 1 July 2013 to 30 June 2018. Of the 95 reported crashes:</p> <ul style="list-style-type: none"> <li>• 46 were rear-end crashes</li> <li>• 12 were opposing vehicles turning</li> <li>• 8 were lane change manoeuvres</li> </ul> <p>The introduction of clearways is expected to reduce the number of these types of crashes, as removing parked cars from the kerbside lane removes the need for road users to merge with moving traffic in the adjacent lane, resulting in a safer environment for road users.</p> <p>It is considered that relocating parking from the state road onto side streets and council car parks may provide a safer parking environment than currently provided, as pedestrians will not be getting in/out of parked vehicles adjacent to busy high volume traffic lanes. Additionally, the need for through traffic to weave and change lanes to manoeuvre around parked vehicles will be alleviated during clearway operation.</p>

## Decision

Roads and Maritime thank everyone who considered the proposed alternative business parking and provided comments during the feedback period.

After considering the feedback received, Roads and Maritime will proceed with the new weekend and extended weekday clearways on King Georges Road at Beverly Hills with some changes to the alternative business customer parking proposals.

The new clearways hours on King Georges Road between the M5 Motorway and Stoney Creek Road at Beverly Hills will operate in both directions from:

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

Parking on King Georges Road will still be allowed after 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in the Beverly Hills Town Centre.

All other parking restrictions on King Georges Road will remain unchanged outside the clearways hours and the indented parking between Morgan Street and Frederick Avenue will remain unchanged.

We will continue to work with Georges River Council on the implementation of the following changes:

- **Frederick Avenue:** Convert three 3P spaces to 1P to provide short term parking spaces for business customers, retaining nine 3P spaces and one accessible parking space for longer term parking.
- **Beresford Avenue:** Convert 11 3P spaces to 1P and change the car park layout to add four additional parking spaces, retaining 22 3P spaces for longer term parking. Relocate existing accessible parking space closer to the footpath to make it easier and safer to pick up and set down people with mobility issues.
- **Wayfinding signage:** Introduce new and update existing wayfinding signage to make it easier for business customers to access the existing Council car parks in Beverly Hills Town Centre.

Based on community feedback and in agreement with Georges River Council, no changes are planned on Hampden Street and the laneway that connects Hampden Street to King Georges Road.

The new and extended clearways will be operational from 2 December 2019. We will continue to keep the community updated as this project progresses.

## Appendix A – Project Update June 2019



# Proposed alternative business customer parking at Beverly Hills for new and extended clearways

King Georges Road between the M5 Motorway and Stoney Creek Road, Beverly Hills

**Project Update** | June 2019

The NSW Government is funding this project as part of its \$121 million Clearways Program, which aims to reduce congestion and delays on Sydney's roads.

To support Sydney's growing population, the NSW Government is working towards delivering significant improvements to reduce Sydney's congestion.

We are proposing to install new weekend and extended weekday clearways on King Georges Road between the M5 Motorway and Stoney Creek Road, Beverly Hills.

Clearways **reduce congestion** by making an additional lane available to traffic during clearways hours, and would improve journey times for over 53,000 motorists who travel on King Georges Road through Beverly Hills each day.

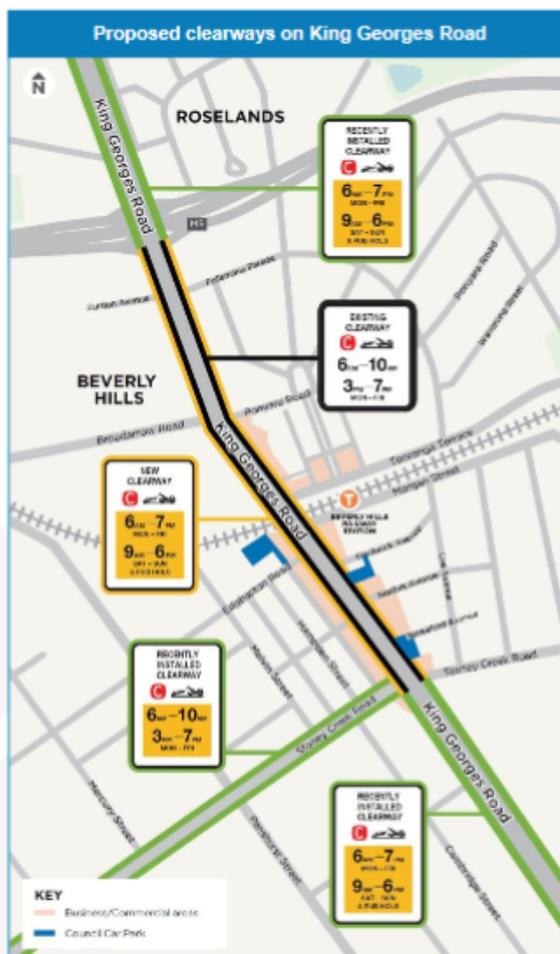
The proposed new and extended clearways would reduce delays through the congested Beverly Hills Town Centre during busy weekday and weekend times, and would provide consistent weekend clearways along the corridor from the M4 Motorway through to the Princes Highway.

The proposed clearways hours are:

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

Parking on King Georges Road will still be allowed after 7pm on weekdays and 6pm on weekends and public holidays to support evening dining in the Beverly Hills Town Centre.

All other parking restrictions will remain unchanged outside the clearways hours.





### Alternative parking options

The NSW Government has also looked at alternative business customer parking options during the proposed new and extended clearways hours. We will be working with Georges River Council to further develop these options, which include:

#### Frederick Avenue carpark time limits

Convert three 3P spaces to 1P to provide more short term parking spaces for business customers.

#### More spaces in Beresford Avenue carpark

Convert eleven 3P spaces to 1P and change the carpark layout to add four additional parking spaces, including one accessible (disabled) parking space.

#### New angled parking on Hampden Street

Change existing on-street parking into 90° angle parking to add 18 new 1P parking spaces.

### Pedestrian footpath improvements

The NSW Government is proposing to provide funding to Georges River Council for pedestrian footpath improvements along the lane way connecting Hampden Street to King Georges Road. The pedestrian works would improve pedestrian access from the proposed new 90° angle parking in Hampden Street to the Beverly Hills Town Centre.

### What happens next?

The alternative business customer parking options and the pedestrian footpath improvements are subject to council approval.

We invite your feedback on the proposed alternative business customer parking options by **Monday 8 July 2019**. Please send your comments to [clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au) or call 1300 706 232.

We will consider your feedback and continue to update you as the project progresses.

### Contact us

To find out more about this project, please contact the Clearways project team:

1300 706 232 (during business hours)

[clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au)

<http://www.rms.nsw.gov.au/clearways>



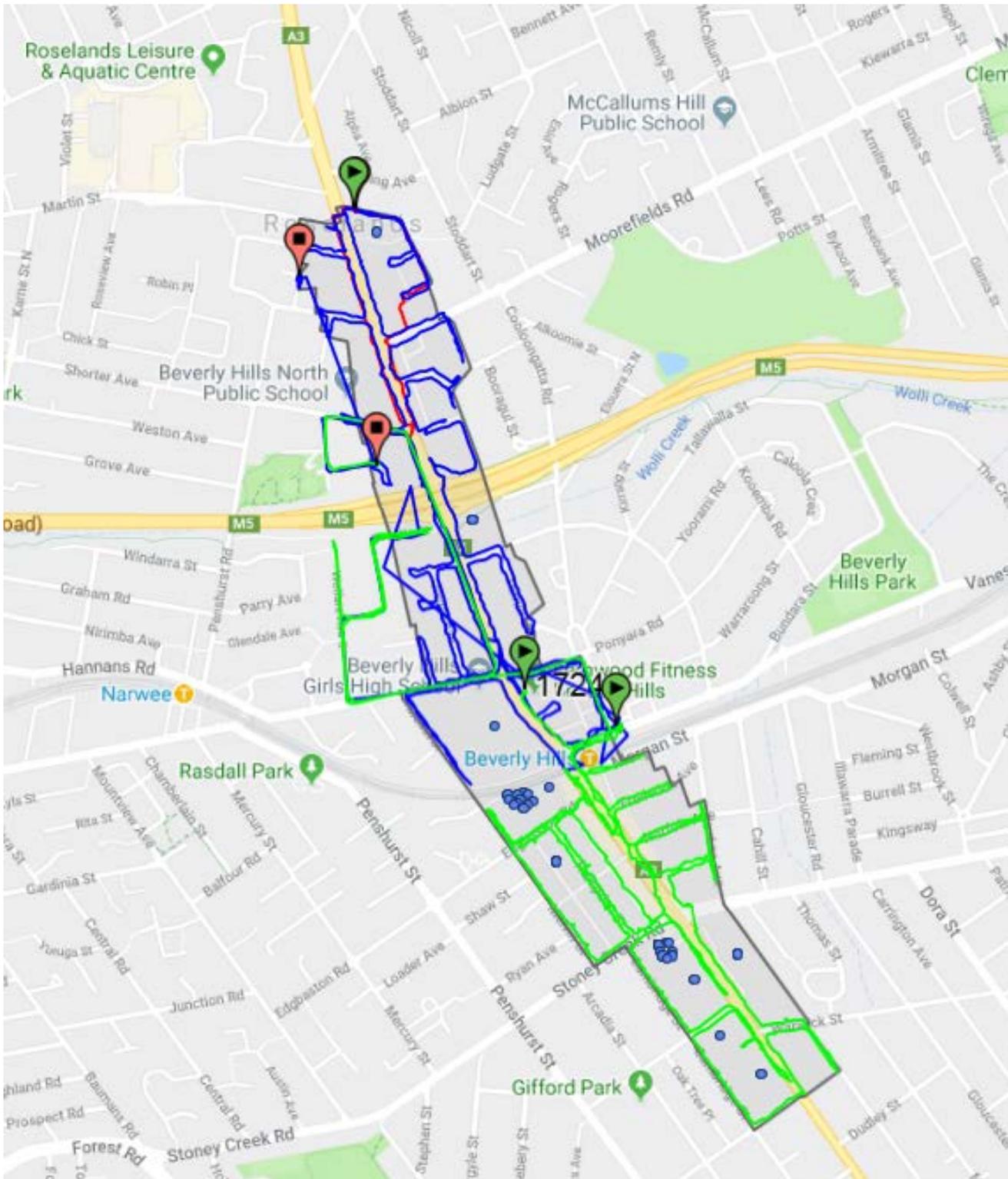
If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1300 706 232.



June 2019

Privacy Roads and Maritime Services ("RMS") 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 RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

## Appendix B – Distribution Area



NEWS

# Shopping centre toilets 'disgraceful'

THE owner of a Miranda shopping centre has defended maintenance practices in response to photos of the public toilets, described by a visitor as "an absolute disgrace".

A sales representative took the photos at the Kiora Centre after making a call at Spotlight, one of the few remaining stores in the largely deserted centre.



**LASTING IMPRESSION:** A sales representative says the toilets in the Kiora Centre are the worst she has seen during her visits to shopping centres. **Picture: supplied**

"I was shocked, and couldn't get out of there quickly enough," she said. "Being a sales rep out on the road all the time, you are always looking for good toilets."

"These are an absolute disgrace, and the worst I have seen."

The sales representative said the toilets were a long way from the shops, accessed from the below-ground car park.

"I don't know how anyone with a disability would manage," she said.

The owner of the centre, who said he was "a very quiet person" who did not wish to be named, was contacted by

Sutherland Shire Council on Friday following a complaint from a member of the public. "We have organised for someone to paint them out," he said.

"We have an ongoing problem with people getting in and writing graffiti, and we are always repainting," he said.

He said they could have been in the present state for about three months.

The centre owner said shop owners and staff used separate toilets, which were kept locked.

They could give customers a swipe card to access the facilities, he said.

"The public toilets are very old - the centre was built 40 years ago - but they are cleaned every night," he said.

"They used to be on ground level, but since the centre was remodelled for Spotlight eight to 10 years ago, they have to be accessed from the car park."

The centre has struggled since Roads and Maritime Services (RMS) moved out in early 2016.

However, the Kiora Centre owner denied the shopping mall was dilapidated and ready to demolished.

Spotlight had a 25-year lease, he said.

— MURRAY TREMBATH

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**Cronulla Event**  
**FREE Family Law Information Seminar**  
Thinking of separating? Our sessions cover a range of issues, including:  
• Family and de facto laws • Parenting arrangements and re-location issues  
• Protecting your assets • Division of property, business or super  
All attendees will receive a complimentary copy of our book, Watkins Tapsett's Guide to Separation and Family Law.  
Thursday 27th June 2019  
Register for the 6pm session  
Registration is essential due to limited availability  
Cronulla Leagues Club  
461 Captain Cook Drive  
Woolsway NSW 2230  
RSVP your attendance to [events@watkinstapsett.com.au](mailto:events@watkinstapsett.com.au) or 1800 021 600  
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[watkinstapsett.com.au](http://watkinstapsett.com.au)

**Roads and Maritime Services**

## Proposed alternative business customer parking options for new and extended clearways on King Georges Road, Beverly Hills

The NSW Government is proposing to introduce new and extended clearways on King Georges Road, Beverly Hills between the M5 Motorway and Stoney Creek Road.

The proposed clearways hours are from 6am to 7pm on weekdays and 9am to 6pm on weekends and public holidays in both directions on King Georges Road, as shown on the map.

After 7pm on weekdays and 6pm on weekends and public holidays parking will still be allowed on King Georges Road to support evening dining in Beverly Hills Town Centre. All other parking restrictions will remain unchanged outside the proposed clearways hours.

**Proposed alternative business customer parking options**

We invite your feedback on the proposed alternative business customer parking options shown above by Monday 8 July 2019.  
Please send your comments to [clearways@ms.nsw.gov.au](mailto:clearways@ms.nsw.gov.au) or call 1300 706 232. For more information visit [ms.nsw.gov.au/clearways](http://ms.nsw.gov.au/clearways)

**Proposed clearways on King Georges Road**



**THE MOVEMENT**  
**WISEBERRY FOUNDATION**  
**WINTER APPEAL**  
**JUNE 2019**

In Australia over  
**116,000**  
people are  
homeless

In NSW  
**16,788**  
are men

In NSW  
**11,403**  
are women

It is a sad reality that some of these people live within our community!

Due to such a successful Appeal last year, raising 214 bags of goods, weighing in at 1,523kg, we have decided to once again support those in need.

Our office is seeking donations to help our local shelter, THE MOVEMENT, cope with the cold winter months. We are asking our community to donate clean blankets, new socks and jumpers.

Non-perishable foods may also be donated.

If you have any of these items to give away, please stop by our office this June and drop them off. Any help will be greatly appreciated and will go a long way to make a difference. Thank you.



□ Irene Sykes with Steve Mortimer's sought after jersey.

## Bid on legend's jersey

**'Worn by great, now auctioned off for great cause'**

THE last time Bulldog legend Steve Mortimer wore this number 7 jersey he helped the Kangaroos soundly trounce Papua New Guinea 38-2 in their inaugural game during their 1982 World Tour.

Mortimer, a recent inductee into the NSW Rugby League Hall of Fame, donated his jersey to retiree Irene Sykes to help fundraise for her Australia's Biggest Morning Tea event. The professionally framed jersey is being auctioned on eBay Australia until Monday, June 24, 2.30pm, so make a bid.

"I have been fundraising for Cancer Council NSW for the past 13 years in honour of my late friend, Pearl Gillett, who I lost to cancer," said Irene, who lives at the Cardi-

nal Freeman Retirement Village in Ashfield.

"Since January this year, I have noticed as many as 14 people diagnosed with cancer at my retirement village. The residents are not very wealthy, yet every one of them supports the cause one way or the other," she said.

"We all realise the importance of cancer research."

She said the jersey has now come full circle; from being worn by a great, to being auctioned off for a great cause.

All money raised from the auction will go directly to Cancer Council and the works they do for cancer research and prevention. To bid, visit <https://bit.ly/31y5w0A>



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Charitable Fundraising Number CFN2400

**WISEBERRY**



### Roads and Maritime Services

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## Appendix D – Corflute Signage



## Appendix E – Social Media Post

 **NSW Roads**   
June 17 · 

Would clearways help reduce congestion at Beverly Hills?

A: Yes   
B: No 

Find out more about clearways on King Georges Road at Beverly Hills at <https://rms.work/king-georges-road-beverly-hills>



**105,772**  
People Reached

**13,395**  
Engagements

[Boost Post](#)

   601

665 Comments 63 Shares

 Like     Comment     Share    

**Invite to Like NSW Roads** 

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[clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au)



Clearways project team  
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