

# New weekday clearways and parking changes on Lyons Road between Great North Road, Five Dock and Victoria Road, Drummoyne

## Engagement Report

Roads and Maritime Services | April 2018





## Executive summary

This report provides a summary of Roads and Maritime Services' engagement with the community and key stakeholders on the installation of new weekday clearway hours and 'No Stopping' parking changes on Lyons Road between Great North Road, Five Dock and Victoria Road, Drummoyne and an associated alternate business parking proposal.

The introduction of clearways on Lyons Road was nominated for investigation by community members. Community members can nominate a state road where they believe a clearway would help ease congestion and improve traffic flow.

Following the nomination, Roads and Maritime investigated traffic congestion on Lyons Road and found that traffic volumes during weekday peaks justified the replacement of 'No Parking' restrictions with clearways. These clearways are being delivered under the Sydney Clearways Strategy released in December 2013. As part of the introduction of the new weekday clearways, changes to current parking restrictions, including additional 'No Stopping' restrictions would also be required at certain locations between Thompson Street and Lithgow Street to ease congestion. For more details on the proposal, see Page 7.

On Monday 20 November 2017, Roads and Maritime Services informed the community and key stakeholders about the improvements to the clearways by using an advanced notification process (see **Appendix B** for distribution area). The notification provided information on the new clearway hours; requested feedback on the proposed 'No Stopping' restrictions around specific intersections; and proposed alternate business parking to offset the business customer parking spaces removed by the parking changes. Page 7 provides detail on the alternate business customer parking.

We received the following feedback:

- 44 written responses from businesses, residents, and other stakeholders.
- verbal feedback from door knocking 68 businesses and 14 residences along Lyons Road impacted by the proposed 'No Stopping' restrictions.
- sentiments on social media.

In summary, the businesses and residents who were not directly impacted by the 'No Stopping' parking restrictions supported the parking changes and alternate business parking proposal. There was general consensus that traffic congestion is an issue along Lyons Road and changes were needed to improve traffic flow. Weekend clearways were also requested, along with other traffic improvements that are out of the scope of this project.

Businesses and residents directly impacted by the 'No Stopping' through the removal of parking on Lyons Road raised the following key matters:

- justification for the 'No Stopping' parking changes
- impacts to households from the loss of residential & visitor parking supply
- reduced parking options for delivery trucks for businesses
- limited parking availability in side streets
- impact on local businesses resulting from reducing the parking supply.

Clearways form part of a number of measures aimed at improving traffic flows on state roads, including 'No Stopping' restrictions, bus lanes and transit lanes. Clearways are directly aimed at alleviating congestion on key state roads where on-street parking is obstructing the efficient performance of the whole corridor. Clearways can have an immediate positive benefit to road users at a low cost and without the need for road widening to introduce additional traffic lanes.

## Clearways:

- reduce congestion by making an additional lane available to road users
- improve reliability of journey times
- improve safety by removing parked vehicles from the kerbside lane
- have an immediate benefit to traffic flow at low cost, by ensuring the existing road space can be used for vehicle movement.

## The decision

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

Roads and Maritime have decided to progress the project and is aiming to install the new weekday clearway and 'No Stopping' signage in May 2018. The new clearway hours and associated 'No Stopping' restrictions will be operational in May 2018.

In summary, the new weekday clearway hours and 'No Stopping' restrictions along Lyons Road between Great North Road, Five Dock and Victoria Road, Drummoyne are shown below:

	<b>Current parking restrictions (both directions)</b>	<b>New parking restrictions (both directions)</b>
Weekdays	6:30am to 9:30am – 'No Parking' 3:30pm to 6:30pm – 'No Parking'	6am to 10am – Clearway 10am to 3pm – No Stopping* 3pm to 7pm – Clearway
Weekends & public holidays	Unrestricted parking	9am to 6pm – No Stopping*

\* at selected locations found on the map in Appendix A

### Table 1 – Current and new parking restrictions

Roads and Maritime will continue to work with the City of Canada Bay Council to finalise the alternate business customer parking and the reconfiguration of the parking in Janet Street (subject to council approvals) to help mitigate the impact of the parking changes on businesses and the community.

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# Introduction

## Background

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 congestion and improve travel times. The current clearways network has been in place for several decades, and has proven to be effective in improving travel times during weekday morning and afternoon peak periods. 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 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.

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 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 Sydney Clearways Strategy identifies over 1000 km of state roads for investigation of new and extended clearways to help ease congestion and improve the efficiency of the network. The NSW Government has committed \$121 million to the implementation of the clearways strategy which includes engaging with local communities and councils to ensure alternate business parking solutions are available (where feasible) to minimise impacts on local businesses. So far, we have delivered over 370 km of new and extended weekend and weekday clearways across the Sydney road network under the clearways strategy.

Community members can also nominate road corridors that are not in the Sydney Clearways Strategy for investigation to ascertain whether new or extended clearways would help ease congestion and improve traffic flow on that road. Lyons Road is not included in the Sydney Clearways Strategy 2013, but was nominated for investigation by community members, and investigations found that traffic volumes during weekday peaks warranted the introduction of clearways to replace the existing 'No Parking' zones.

Lyons Road between Great North Road, Five Dock and Victoria Road, Drummoyne is 2.7 km in length with two lanes operating in both directions, connecting Five Dock to Russell Lea and Drummoyne. It is an important urban arterial state road carrying about 30,000 motorists daily, and provides access to the major route A40 Victoria Road and a number of other important arterial roads in the area. Lyons Road also forms a key link between major state roads including Victoria Road, Dobroyd Parade/Wattle Street/City West Link and Parramatta Road.

This section of road is part of an important public transport and commuter route. The road is identified as a suburban bus route in *Sydney's Bus Future* prepared by Transport of NSW. This states that better bus services are required for the metropolitan region of Sydney and emphasis is placed on improving peak period local services. Existing bus routes along Lyons Road connect commuters to the Sydney CBD; therefore any improvements to the traffic conditions along Lyons Road will support Lyons Road as a suburban bus route.

There are currently no existing clearways along Lyons Road. However on weekdays, 'No Parking' restrictions operate from 6:30am to 9:30am and 3:30pm to 6:30pm in both directions.

Investigations reviewed the traffic volumes and speeds along the corridor. With consideration to the volumes, new peak AM and PM weekday clearways are justified to help manage congestion along Lyons Road. Clearways investigations also found that the introduction of 'No Stopping' restrictions at certain locations would assist in easing congestion, improving travel times, and enhancing safety for road users.

## The proposal

### Weekday clearways

Roads and Maritime Services announced the introduction of new weekday clearways on Lyons Road between Great North Road, Five Dock and Victoria Road, Drummoyne. The new clearways can be seen in **Appendix A** and **Table 1** and will operate in both directions from:

- **6am to 10am and 3pm to 7pm on weekdays only.**

The clearways will replace the existing 'No Parking' restrictions that operate from 6:30am to 9:30am and 3:30pm to 6:30pm weekdays

Clearways help ease congestion, improve travel times and enhance safety for road users. This outcome has been observed in other locations across Sydney where clearways have allowed all lanes to be used for the movement of traffic, which in turn will allow the corridor to operate at full capacity.

### 'No Stopping' restrictions

Roads and Maritime proposed to introduce 'No Stopping' restrictions around specific intersections between Thompson Street and Lithgow Street (with the locations shown on **Appendix A**) from:

- **10am to 3pm weekdays\***
- **9am to 6pm weekends and public holidays.**

*\* The 'No Stopping' would apply between the new weekday clearway hours of 6am to 10am and 3pm to 7pm.*

Roads and Maritime completed a traffic and parking review along Lyons Road and identified that parked vehicles at certain locations opposite intersections also contributed to congestion when vehicles were queued to turn right. The 'No Stopping' restrictions will allow vehicles to travel in the kerbside lane and safely pass vehicles waiting on Lyons Road to turn right into side streets. It is expected that these changes will allow traffic to flow more freely on Lyons Road and help reduce road users 'rat running' through local streets to avoid congestion and delays.

Roads and Maritime sought feedback on the proposed 'No Stopping' restrictions to understand how these parking changes impact on businesses, residents, and the broader community.

The feedback can be found summarised within the report below on Page 12.

### Alternate business customer parking

Roads and Maritime investigated business parking along Lyons Road, and in conjunction with the City of Canada Bay Council, identified opportunities to offset the parking removed by the introduction of 'No Stopping' restrictions on Lyons Road.

An alternate business parking proposal was prepared to provide business customer parking during the 'No Stopping' hours from 6am to 7pm on weekdays and 9am to 6pm on weekends and public holidays at:

- Byrne Avenue, north of Lyons Road – one x 1/2P and two x 1P parking spaces
- Gears Avenue, north of Lyons Road – two x 1/2P and 11 x 1P parking spaces
- Barney Street, south of Lyons Road – five x 1P parking spaces
- Brent Street, south of Lyons Road – two x 1/2P and two x 1P parking spaces.

Roads and Maritime sought feedback from businesses and the community on the proposed alternate business customer parking proposal outlined above and shown in **Appendix A**. Feedback was sought to determine the parking needs near these businesses which will be used in discussion with the City of Canada Bay Council to confirm the final parking arrangements prior to the installation of the clearways.

We are also working with City of Canada Bay Council to provide additional business customer parking on Janet Street (south of Lyons Road) that would formalise and extend the existing angle parking.



# Engagement approach

## Engagement objectives

Roads and Maritime engage 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 Roads and Maritime to:

- seek comment, feedback, ideas and suggestions for Roads and Maritimes' 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 to continue engagement with during the project's development and delivery
- advise the community on how they can obtain further information and provide feedback.

## How engagement was done

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

- 'Inform' the community, businesses and other stakeholders on the new weekday clearways, as these have been determined based on traffic volumes and travel times; and
- 'Consult' on the proposed 'No Stopping' restrictions at certain intersections along Lyons Road; and the alternate business parking proposal to develop the parking changes based on the business customer parking needs along Lyons Road.

Roads and Maritime commenced engagement with the community and stakeholders on Monday 20 November 2017 and finished engagement on Friday 8 December 2017. The Member for Drummoyne, Mr John Sidoti was briefed on the project on 30 October 2017.

Engagement activities are outlined below in **Table 2**.

Method	Event	Date
Stakeholder Meetings	Briefed Member for Drummoyne, Mr John Sidoti, MP	30 October 2017
	Briefed City of Canada Bay Councillors	20 November 2017
	Door knocked 68 impacted businesses and 14 impacted residential properties along Lyons Road from Great North Road, Five Dock to Victoria Road, Drummoyne	20 November 2017
Project Update Distribution	Hard copy distribution of the Project Update (see <b>Appendix A</b> ) to properties within the distribution area (see <b>Appendix B</b> ) from Five Dock to Drummoyne.	20 November 2017
	Soft copy distribution of Project Update (see <b>Appendix A</b> ) via email to key stakeholders including City of	21 November 2017

	Canada Bay Council, Drummoyne Electorate Office, , NSW Police and emergency services.	
Website	<p>Project specific webpage created with latest project information including the project update.</p> <p>The webpage was viewed 568 times across the engagement period. 416 visits were directed through Facebook, driving 73% of visitors to the page. Page viewing peaked across 25 November to 27 November, with the visits per day being close to 80.</p>	20 November 2017
Media Release	<p>A Media Release was issued to advise of the clearways, proposed 'No Stopping' restrictions and the alternate business parking proposal.</p> <p>The Inner West Courier paper on 4 December 2017 published an article on the new weekday clearways, parking changes, and alternate parking changes.</p>	20 November 2017
Social Media	<p>A geo-targeted Facebook post to reach road users along Lyons Road. The targeted posts advised of the new clearway and parking changes, and the ability to provide feedback on the parking changes and alternate business parking.</p> <p>Facebook post reached over 49,000 people. There were 770 reactions, comments, and shares:</p> <ul style="list-style-type: none"> <li>• 463 'likes'</li> <li>• 9 'loves'</li> <li>• 13 'hahas'</li> <li>• 12 'wows'</li> <li>• 5 'angry'</li> <li>• 239 comments</li> <li>• 35 shares.</li> </ul> <p>More detail on the sentiments received in Table 5.</p>	23 November 2017
<b>Close of consultation</b>		<b>8 December</b>

## Table 2 – Community and stakeholder engagement

Feedback on the proposed 'No Stopping' restrictions and the alternate customer business parking proposal could be made to the clearways project team between 20 November and 8 December. Feedback could be provided in the following ways:

 1300 706 232 (toll free)

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

 Clearways Project team  
PO Box 973  
Parramatta NSW2124

# Engagement summary

## Overview

We received the following feedback:

- 44 written responses from businesses, residents, and other stakeholders
- verbal feedback from door knocking 68 businesses and 14 residences along Lyons Road impacted by the proposed 'No Stopping' restrictions\
- sentiments on social media.

The majority of the businesses not impacted by the proposed 'No Stopping' parking restrictions supported the clearways, parking changes and the alternate business parking proposal. There was general consensus that traffic congestion is an issue along Lyons Road and changes were needed to improve traffic flow. Residents within the suburbs of Five Dock, Russell Lea and Drummoyne supported the changes to help ease congestion and also provided suggestions on other traffic improvements that can be made along the corridor (in particular near Victoria Road) to improve traffic movements. There was also the suggestion to introduce clearways on weekends.

Businesses and residents that had tenancies or properties near the proposed 'No Stopping' restrictions raised concerns about parking availability. They also raised concerns for the need for the 'No Stopping' restrictions between 10am and 3pm on weekdays and 9am to 6pm on weekends as it removes state road parking used by customers, resident parking as well as for deliveries to properties that have no rear access or off-street parking.

In summary, the key matters raised were:

- justification for the 'No Stopping' parking changes
- impacts to households from the loss of residential & visitor parking supply
- reduced parking options for delivery trucks for businesses
- limited parking availability in side streets
- impact on local businesses resulting from reducing the parking supply.

The sentiments received from social media were broadly positive, with many of the responses supporting the new clearways and some road users providing suggestions about additional traffic improvements that should be made in the area.

## Feedback and Roads and Maritime's responses

Roads and Maritime has summarised the feedback received on this clearway and provided responses in Tables 3, 4 and 5). The responses provided in this report will be made available to the public.

All comments have been considered to help Roads and Maritime make decisions on the proposed 'No Stopping' restrictions and alternate business parking proposal. Matters raised during engagement that are outside of the scope of the proposal will be forwarded to the relevant bodies/departments.

## Feedback Summary and Roads and Maritime Response

Category	Feedback	Roads and Maritimes' response
<b>Proposal justification</b>	Why is this clearway required?	The Sydney Clearways Strategy allows the community to nominate state roads for the investigation of clearways. Lyons Road was nominated by the community and travel speeds and volumes were assessed as part of the investigations.
	We don't think there is a need for clearways on Lyons Road.	Lyons Road is a suburban bus route in 'Sydney's Bus Future' and plays a vital role in Sydney's transport network.
	We don't think the proposed clearway hours are justified.	One of the key considerations for introducing a new or extended clearway on a state road is directional traffic flows exceeding 800 vehicles per hour per lane, which is in accordance with the Australian Standards. Lyons Road is a two lane road, and when cars are stopped or parked in the kerbside lane, the capacity of the road reduces to one lane of flowing traffic. Therefore on a two lane road, when traffic volumes exceed 800 vehicles per hour clearways may be considered to distribute traffic across two lanes.
	Clearways are needed to assist all the road users using Lyons Road. The changes are needed as congestion is bad.	Traffic surveys were undertaken to review the current traffic volumes along Lyons Road in both directions across the day on both weekdays and weekends. The survey found that traffic volumes can exceed 800 vehicles per hour in each direction during weekday AM and PM peaks when the existing 'No Parking' restrictions are in place.
	We understand that Roads and Maritime has an obligation to improve traffic flow but these changes will make little or no difference. There are many other traffic improvements that should be prioritised.	Therefore the clearway hours of 6am to 10am and 3pm to 7pm on weekdays are needed to alleviate congestion and ensure the kerbside lane is clear. Under this arrangement traffic volumes can be distributed across two lanes instead of one.
	There is no heavy traffic flow from 10am to 3pm on weekdays and there is minimal traffic flow from 10am to 3pm on weekends.	A comprehensive review of parking during clearway investigations found that the introduction of 'No Stopping' restrictions at certain locations would assist in easing congestion, improving travel times, and enhancing safety for road users.
	The City West Link / WestConnex upgrades are designed to reduce congestion. Therefore the parking changes on Lyons Road are not needed as other roads will be used to travel through the Inner West.	Over 370 km of clearways have been implemented across Sydney since 2013 and have been proven to be a low cost & timely option for addressing congestion with significant benefits.
	The \$121 million clearways program could be better spent on major infrastructure projects.	

Category	Feedback	Roads and Maritimes' response
	Why clearways here when even Victoria Road, a main thoroughfare, allows for parking?	<p>The new weekday clearway hours along Lyons Road align with recent clearway proposals on the wider Sydney road network. So far, we have delivered over 370 km of new and extended weekend and weekday clearways across the Sydney road network under the clearways strategy. This includes two sections of Victoria Road between Irone Cove Bridge and The Crescent, Rozelle; and between Church Street, Parramatta and Marsden Road, Ermington. The remaining sections of the Victoria Road corridor are also identified in the clearways strategy for future investigation.</p> <p>Information on recently installed clearways or clearways being investigated can be viewed on our webpage: <a href="http://www.rms.nsw.gov.au/clearways">www.rms.nsw.gov.au/clearways</a></p>
<b>Clearway operating hours</b>	<p>Clearways should be all the time not just peak hour.</p> <p>We support clearways, could you consider Saturdays from 9am to 4pm?</p> <p>Clearways should operate 7 days a week, 6am to 10am and 3pm to 7 pm week days, and 12 hours Saturday and Sunday 6am to 6 pm.</p>	<p>With consideration to both the current and forecasted volumes, traffic currently exceeds 800 vehicles per hour in each direction during:</p> <ul style="list-style-type: none"> <li>• weekday AM peak</li> <li>• weekday PM peaks.</li> </ul> <p>Investigations found that the traffic volumes did not exceed 800 vehicles per hour in each direction between the existing AM and PM weekday peak periods and between 9am and 6pm on weekends. Therefore these times of the day were excluded from the clearway hours for Lyons Road at this point in time, however can be reviewed in the future should traffic volumes exceed the threshold outlined above.</p> <p>To address localised congestion from 10am to 3pm weekdays and 9am to 6pm weekends, 'No Stopping' restrictions have been included in the proposal.</p>
<b>Justification for 'No Stopping' restrictions</b>	<p>We support the 'No Stopping' areas and feel they will benefit traffic and congestion. The 'No Stopping' on weekends is a great idea.</p> <p>The 'No Stopping' areas proposed eastbound between Hampden Road and Gipps Street will significantly improve the flow of traffic.</p> <p>We are looking forward to seeing the changes</p>	<p>The 'No Stopping' restrictions are required to ease congestion and 'bottle necks' at intersections between Thompson Street and Lithgow Street (as seen in <b>Appendix A</b>). The 'No Stopping' applies between the new weekday clearway hours from 6am to 10am and 3pm to 7pm and weekends and public holidays between 9am and 6pm.</p> <p>The 'No Stopping' restrictions will allow road users to travel in the kerbside lane and safely pass vehicles waiting on Lyons Road to turn right into side streets. By removing parked cars from the kerbside at these key intersections, two lanes will be available to</p>

Category	Feedback	Roads and Maritimes' response
	implemented as soon as possible.	traffic.
	The 'No Stopping' is a good idea; however their effectiveness needs to be reviewed.	It is expected that these changes will allow traffic to flow more freely on Lyons Road and help reduce road users 'rat running' through local streets to avoid congestion and delays.
	What data proves the need for the 'No Stopping' zone between 10am and 3pm during weekdays?	
	What modelling was done on 'No Stopping' restrictions during off peak as proposed is the best option.	To mitigate the impact of the 'No Stopping' restrictions for businesses, we are working with the City of Canada Bay Council to provide alternate customer business parking on local streets (see <b>Appendix A</b> ). We are also discussing some additional parking on Janet Street that would extend the existing angle parking to provide additional spaces.
	Could the 'No Stopping' restrictions be applied at every intersection?	
	We don't see the need for weekend and public holiday 'No Stopping' restrictions.	
	'No Stopping' should be included on Lyons Road near Cometrowe Street	The community identified the need for the Cometrowe Street intersection to be considered for 'No Stopping' restrictions. We will be extending the 'No Stopping' restrictions to ensure the intersection functions efficiently and does not cause congestion on Lyons Road. The maps in <b>Appendix D</b> show the extension of the 'No Stopping' restrictions along this section of Lyons Road. We will speak to impacted stakeholders before installation.
	Other alternates should be considered before 'No Stopping' restrictions are introduced. Has the use of 'No Right' hand turns rather than 'No Stopping' restrictions been considered?	Right hand turns along Lyons Road allow residents to get in and out of the adjoining residential areas. The removal of these turns would impact on residents who live in the adjoining side streets and prevent them from accessing their properties from Lyons Road. 'No Stopping' restrictions were considered to be the most appropriate solution to managing congestion whilst balancing the needs of the community, residents, and road users.
<b>Benefits of clearways</b>	What additional benefits do clearways bring over 'No Parking' restrictions?	The replacement of the existing 'No Parking' restrictions with AM and PM weekday clearways will further assist in managing traffic and congestion by removing the ability for vehicles to stop for two minutes, blocking lanes, and causing congestion issues. Clearways allow vehicles to be towed to ensure that all lanes are available to moving

Category	Feedback	Roads and Maritimes' response
		traffic.
<b>Residential parking and amenity</b>	There is currently not enough parking on residential properties for all household members. Therefore the removal of parking will greatly impact and impose on peoples lifestyles.	The primary purpose of a state road (such as Lyons Road) is to efficiently and safely move people and goods across Sydney. We acknowledge that the corridor passes through residential areas. Any parking currently permitted on the state road is not specifically allocated to businesses or residents.
	This proposal will make it difficult for residents, the elderly, and those with special needs who have limited mobility to access places on Lyons Road. The alternate parking means they will need would have to walk further.	We understand that the new clearway hours will change parking conditions in front of residential properties, which will cause some inconvenience for residents and visitors. Residents who live on Lyons Road will need to reconsider where they park during the new clearway and 'No Stopping' hours. For residents without a driveway, garage or carport on their property, local streets are available for parking during the clearway hours subject to any council restrictions. Outside the clearway hours, existing parking restrictions will remain in place.
	Where will visitors park? There is currently a shortage of space of residents and visitors.	
	Will leaving my driveway be more difficult?	<p>The removal of parked cars from the kerbside lane during the new clearway hours will improve line-of-sight for vehicles exiting driveways and vehicles travelling along the kerbside lane. This will assist in reducing the risk of crashes.</p> <p>Allowing use of all lanes on Lyons Road should improve the efficiency through existing intersections, meaning that more vehicles can pass during each traffic signal cycle. This often results in 'platooning' where groups of vehicles travel closer together in bunches or platoons at similar speeds with larger gaps between each platoon (i.e. groups of vehicles).</p> <p>Larger gaps between platoons of vehicles allow more time for road users to safely exit driveways, when compared with a steady stream of individual vehicles as observed when intersections are not operating efficiently.</p>
	Can residents be exempted from the short term parking restrictions?	Residents will not be exempt from the proposed short term parking restrictions. Timed parking at nearby side streets were proposed to encourage increased parking turnover, providing parking availability for business customers on Lyons Road.
Can additional 'Disabled Parking' be considered?	Roads and Maritime proposed to introduce timed parking in the nearest side streets	

Category	Feedback	Roads and Maritimes' response
	Where can local pensioners and disabled customers park to access businesses?	<p>close to the businesses impacted by the 'No Stopping' restrictions to encourage increased parking turnover, providing accessible parking to business customers on Lyons Road. We are also working City of Canada Bay Council to formalise and extend the angle parking in Janet Street which will include a designated disability parking space. The alternate parking can be found in <b>Appendix D</b>.</p> <p>However should additional time be required for disabled customers, 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.html">http://www.rms.nsw.gov.au/roads/using-roads/mobility-parking/index.html</a></p>
	Will Roads and Maritime buy land and make timed, off-street parking available to replace the loss of on-street parking?	<p>Our investigations found that there is sufficient capacity in the local side streets to cater to the business parking demands between Gipps Street and Hampden Road. Even though investigations identified available spaces, Roads and Maritime is seeking to introduce timed parking at nearby side streets to encourage increased turnover, providing accessible parking to business customers on Lyons Road.</p> <p>In addition, Roads and Maritime is working with City of Canada Bay Council to deliver additional parking on Janet Street by formalising and extending the angled parking. Roads and Maritime has no plan to buy land for this project.</p>
<b>Residential Deliveries</b>	The changes will make it difficult for tradespersons and couriers to attend my property.	<p>During clearway hours, tradespersons, couriers and visitors are encouraged to park within residential properties wherever possible. If residents expect any private deliveries they will need to consider where the delivery vehicle could stop to unload. Forward planning for deliveries to ensure driveways and carports are available will provide on-site space for deliveries during clearway hours.</p> <p>If parking is not available on your property, tradespersons, couriers and visitors will</p>



Category	Feedback	Roads and Maritimes' response
		<p>need to park in a local side street and walk to your property. This is similar to all other state roads where clearways and 'No Stopping' restrictions are in place.</p> <p>Deliveries that require vehicles to stop on Lyons Road may be arranged outside the clearway and 'No Stopping' hours.</p>
<b>Financial impact</b>	I have concerns that my property value will change after the 'No Stopping' restrictions are introduced outside my property. Will compensation be provided?	<p>We understand that the new and extended clearway hours will change parking conditions in front of residential properties, which may cause some inconvenience for residents and visitors. However, the primary purpose of a state road (such as the Lyons Road) is to move people and goods efficiently across Sydney.</p> <p>Any parking currently permitted on the state road is not specifically allocated to residents or properties. Parking impacts on the primary function of the road and Roads and Maritime does change parking restrictions across the state road network to ensure they are meeting their primary purpose.</p> <p>Roads and Maritime do not speculate on property values, however it should be noted that clearways do not change the land use, land size or development capacity of land parcels and do not require land acquisition or road widening. Clearways seek to optimise the use of existing state road assets in accordance with the primary state road function. As such compensation is not applicable for the implementation of clearways.</p>
<b>Business parking and amenity</b>	<p>If people cannot stop or park near a business it will close.</p> <p>The proposal will impact negatively on businesses, residents, and shoppers making it the business unusable.</p> <p>Is there a net loss of parking with the introduction of the combined Clearways and No Stopping?</p> <p>What research and work has been undertaken to ensure that businesses won't be impacted?</p>	<p>Roads and Maritime seeks to balance the needs of the community as well as road users, therefore parking restrictions are only introduced where required to improve traffic flow based on traffic investigations. This is to ensure unnecessary restrictions are not introduced.</p> <p>Although 19 business customer parking spaces will be removed from Lyons Road under the 'No Stopping' changes, our investigations found that there is sufficient capacity in the local side streets to cater to the business parking demands. Roads and Maritime is working with the City of Canada Bay Council to introduce 18 new timed parking spaces and adjustments to 5 existing timed parking in nearby side streets to encourage parking turnover to provide for customer parking for businesses on Lyons</p>

Category	Feedback	Roads and Maritimes' response
	<p>We are concerned that the changes will force businesses to close which will result in loss of the atmosphere and character of the area.</p>	<p>Road. We are also working with Council to deliver additional parking on Janet Street by formalising and extending the angled parking.</p>
<p>We support the clearways and have seen that businesses in other locations where clearways have been introduced have survived and continue to operate.</p>		
<p>The proposed parking changes 'make sense' and there is sufficient parking in the alternate business parking proposal. There is sufficient parking for local businesses in the alternate business parking proposal.</p>		
<p>The timed parking is a great idea. The existing timed parking at the corner of Gipps Street and Lyons Road is effective, and all side streets near small businesses along Lyons Road should have timed parking. It will allow for better car turnover.</p>		
<p>The proposed alternate parking spaces on Byrne Avenue are not additional or new spaces. The first spot is already timed parking and the other spaces already exist. Both Byrne Avenue and Hampden Road are full by 8am with commuters who use the bus stops on Lyons Road.</p>		
<p>All side streets are already full and there is no parking. Directing business parking here will make things worse.</p>		
<p>How can I manage large deliveries to my business on Lyons Road between Hampden Road and Byrne Avenue? I have no onsite parking or rear</p>	<p>As discussed above, the 'No Stopping' restrictions at certain intersections (including Hampden Road and Byrne Avenue) will allow the vehicles to use the kerbside lane to safely pass and avoid creating congestion when other vehicles are waiting to turn right</p>	

Category	Feedback	Roads and Maritimes' response
	<p>access.</p> <p>For security reasons I don't accept cash-in-transit services from the rear lane access. Therefore the 'No Stopping' will make it difficult for cash-in-transit services to park nearby and access the business.</p> <p>Parking on Lyons Road is needed for 10-15 minutes for loading and unloading.</p>	<p>into side streets.</p> <p>Some businesses along Lyons Road which do not have rear access or a driveway for vehicles to stop and park will have to reconsider how deliveries are managed. There is a Loading Zone in Byrne Avenue which allows businesses to load and unload goods. This Loading Zone is being retained for businesses to utilise once the new restrictions are introduced.</p> <p>The NSW Road Rules have exemptions for accredited cash-in-transit vehicles to stop in areas where timed 'No Stopping' restrictions apply (NSW Road Rule 313-1). Cash-in-transit vehicles will still be able to stop within the timed 'No Stopping' areas in accordance with the provisions of this NSW Road Rule.</p> <p>Furthermore, additional short term parking options (as described as part of the alternate business parking proposal shown in <b>Appendix A</b>) are proposed for Byrne Avenue. This will improve the availability of parking spaces in close proximity to businesses on Lyons Road by encouraging a higher parking turnover. Whilst these spots are targeted for business customers, they can also be utilised for deliveries.</p>
<p><b>Alternate business parking</b></p>	<p>The 'No Stopping' will have a significant impact on businesses. 70% of my business turnover is on the weekend when the 'No Stopping' on Lyons Road is proposed between Gears and Byrne Avenue as patrons park here.</p> <p>The Gears Avenue and Byrne Avenue alternate business parking is too far away from businesses for less mobile customers to use.</p> <p>The proposed ½ hour and 1 hour parking on Gears Avenue is not long enough for businesses who offer long services such as hairdressers, dentists, and spas.</p>	<p>We received a number of comments about the alternate business parking in Gears Avenue.</p> <p>The 2013 Clearways Strategy identifies that competing needs of local businesses and their customers are to be balanced with those of the broader community using the road network. The alternate business customer parking includes timed parking on Gears Avenue, Byrne Avenue, and Barney Street to offset the spaces being removed on Lyons Road. We are also providing an additional 5 spaces in Janet Street as part of the parking reconfiguration (subject to Council approval). As such, there is no reduction in business customer parking as a result of the parking changes.</p> <p>The business parking investigations reviewed local side streets and identified locations where business customer parking could be provided through the introduction of time restrictions. This would result in higher parking turnover in close proximity to</p>

Category	Feedback	Roads and Maritimes' response
	The proposed ½ hour and 1 hour parking on Gears Avenue is suitable for businesses that offer takeaway food.	businesses on Lyons Road. This will improve the availability of street parking which will assist with parking supply for customers. The maps in <b>Appendix D</b> show the business parking available on Gears Avenue. The parking has been located in the nearest side street to minimise the distance to local businesses. Furthermore should taxi services be required by the elderly or less mobile, they are permitted to stop for drop off and pick up within a clearway.
	Some businesses on Lyons Road near Gears Avenue have private on-site parking. This is often used by others causing access issues for the business customers. This will be made worse when the new 'No Stopping' comes in as parking from Lyons Road will be removed.	In response to the feedback received about the length of the timed parking within the alternate business parking locations, we will work with the City of Canada Bay Council to determine the appropriate duration for timed parking to ensure customers have sufficient time to visit businesses and use their services.
	Could alternate business parking be provided on Pine Avenue?	Alternate business parking is not proposed for Pine Avenue as part of this proposal as business parking at this location is not being removed as part of this proposal. The intention of the alternate business parking is to offset the parking being removed by the clearways and 'No Stopping' proposal.
	The proposed changes are dangerous as customers will have to park across the road and try to cross four lanes of traffic to access businesses.	We are working with the City of Canada Bay Council to deliver the proposed alternate business parking on the side streets on the same side of Lyons Road where the parking spaces are being removed by the clearways or 'No Stopping'. The parking options are shown on the maps found in <b>Appendix D</b> .
	In order to avoid unnecessary parking fines, perhaps a sign could be erected notifying residents of the change in parkway conditions?	We will be installing new signs along the corridors to identify the new parking restrictions. Additionally, Roads and Maritime will inform residents through letter drops and social media.
<b>Consultation</b>	How can you justify the 'No Stopping' without consultation with the local businesses? More consultation is required on business needs.	Roads and Maritime consults to understand the concerns and needs of the community, so that this feedback can be considered in the final project solution, in addition to the data collected and surveyed for this location.  During the engagement for the new clearways and consultation for the 'No Stopping' restrictions and alternate business parking proposal, Roads and Maritime used a number of methods to inform and consult with the community and stakeholders. The project team:

Category	Feedback	Roads and Maritimes' response
		<ul style="list-style-type: none"> <li>• doorknocked impacted businesses and residents along Lyons Road between Great North Road, Five Dock and Victoria Road, Drummoyne on 20 November (the first day of the engagement period).</li> <li>• distributed Project Updates to residents and businesses in the local area found in <b>Appendix B</b>.</li> <li>• distributed soft copies of the Project Updates to key stakeholders including City of Canada Bay Council, the Drummoyne Electorate Office, emergency services, utilities, and service providers.</li> <li>• issued a geo-targeted Facebook post to reach road users along Lyons Road. The post reached 49,000 people and advised of the new clearways and parking changes, and the ability to provide feedback on the 'No Stopping' and alternate business parking</li> <li>• organised a media release that was issued to advise of the clearways changes, proposed 'No Stopping' and the alternate business parking proposal. The Inner West Courier also included an article on the proposal.</li> </ul> <p>This engagement process was considered appropriate in advising and consulting with businesses on the proposed 'No Stopping' changes and alternate business customer parking proposal. The feedback from the consultation will inform how the project progresses.</p>
	We request that Roads and Maritime give at least six months of notice so that customers and businesses have time to plan for these restrictions.	Roads and Maritime provided an advanced notice of the new clearway hours in November 2017. At the same time, consultation occurred on the proposed 'No Stopping' and alternate business parking, with this engagement report providing notice of the progression of the 'No Stopping' parking restrictions. A further notice prior to the start of works will be issued at least seven business days before the installation works commence, along with an implementation date of the new parking restrictions.
<b>Safety</b>	<p>Clearways are needed to improve safety. Lyons Road is very dangerous and the clearway proposal will make the road a lot safer for all involved.</p> <p>Extending clearways when traffic is not banked up</p>	The 'No Stopping' restrictions are required to ease congestion and 'bottle necks' at intersections between Thompson Street and Lithgow Street (as seen in <b>Appendix A</b> ). The 'No Stopping' applies between the new weekday clearway hours from 6am to 10am and 3pm to 7pm and weekends and public holidays between 9am and 6pm.

Category	Feedback	Roads and Maritimes' response
	<p>allows vehicles to speed causing safety issues.</p> <p>The 'No Stopping' will undermine the safety of households that front the 'No Stopping' areas. The 'No Stopping' means there will be more traffic with two lanes in use. Cars will need to change lanes right in front of residential properties to avoid cars turning right.</p> <p>Parked cars act as a safety barrier/buffer for people using the footpath and living on Lyons Road.</p> <p>The proposed positioning of the 'No Stopping' signs may result in cars weaving in and out between parked vehicles, which may result in pedestrians getting run over. This will not remedy the traffic congestion and it is only a 'band-aid' short term solution.</p>	<p>The 'No Stopping' restrictions will allow road users to travel in the kerbside lane and safely pass vehicles waiting on Lyons Road to turn right into side streets. By removing parked cars from the kerbside at these key intersections, two lanes will be available to traffic.</p> <p>Ensuring that a clear lane of traffic is available during these peak traffic periods is expected to reduce incidences of rear end crashes, which typically occur when traffic is queued or stopped. The lengths of the 'No Stopping' restrictions have been determined to ensure there is sufficient room for a vehicle to safely pass queued right-turning vehicles.</p>
	<p>Can you demonstrate that these measures will not increase congestion and safety risk on local streets?</p>	
	<p>There are vehicles speeding in excess of 50kph. This will be made worse with new clearways being introduced. Has Roads and Maritime undertaken speed surveys? Has this been considered by Centre for Road Safety? Have the flow on implications for pedestrians and cyclists been considered? Crossing Lyons Road in Russell Lea will become increasingly difficult. Will this, particularly speed, be monitored post implementation?</p> <p>Cars speed all the time in Lyons Road. People will</p>	<p>Clearways will improve the distribution of traffic along the road as all lanes of traffic will be available to road users. Removing parked cars from the kerbside lane will remove the need for road users to merge with moving traffic in the adjacent lane and will also reduce the risk of vehicles being involved in side swipe crashes. This provides a more stable flow of traffic resulting in a safer environment for road users and reduces crashes.</p> <p>The crash history for the corridor in the five-year period between 1 January 2011 and 31 December 2015, shows that there were 154 reported crashes, with around a third of these related to manoeuvring:</p> <ul style="list-style-type: none"> <li>• 41 rear-end crashes (26%)</li> </ul>

Category	Feedback	Roads and Maritimes' response
	speed if the kerbside lane is 'No Stopping'. We need a speed camera.	<ul style="list-style-type: none"> <li>• 5 lane change crashes (3%).</li> </ul> <p>Introduction of clearways is expected to reduce the number of these types of crashes.</p> <p>NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations. We encourage members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police.</p> <p>An initiative of the NSW Speed Camera Strategy allows NSW residents to nominate locations for speed camera enforcement by visiting <a href="http://saferroadsnsw.com.au">saferroadsnsw.com.au</a>. The information you provide, together with crash data and other road safety information will help to prioritise future locations for speed cameras in NSW.</p>
	The proposal will put more vehicles on local streets including Brent Street. Cars travelling down from Lyons Road on Brent Street are not visible because cars park on the left hand side of Brent Street (coming down from Lyons Road) just before Clements Street block vision. We suggest a 'No Parking' sign for space in Brent Street to prevent vehicles restricting vision.	<p>The new weekday clearways and parking restrictions are designed to reduce congestion on Lyons Road, and are unlikely to alter traffic conditions in Brent Street.</p> <p>In relation to the visibility along Brent Street, we will refer this to the City of Canada Bay Council for their investigation and consideration as matters on local streets are under the care and control of council.</p>
<b>Noise</b>	Are you doing any work to improve the road conditions?	<p>Road improvements on the 2.5 km section of Lyons Road, between Great North Road, Five Dock and Victoria Road, Drummoyne are planned to smooth the pavement surface, improve operational pavement noise and improve road safety. The work would be carried out on both the east and westbound lanes on Lyons Road between Victoria Road and the Great North Road. The works are expected to be completed by the end of this financial year.</p> <p>The clearways or 'No Stopping' restrictions is not expected to generate additional traffic or bring traffic closer to residences. The changes are intended to contribute to more efficient traffic flow, which is not anticipated to generate change to existing road traffic noise. Any concerns about existing road traffic noise from a state road should be referred to the Roads and Maritime Noise Abatement Program  <a href="http://rms.nsw.gov.au/about/environment/reducing-noise/noise-abatement-program.html">rms.nsw.gov.au/about/environment/reducing-noise/noise-abatement-program.html</a></p>

**Table 3 – Summary of verbal and written feedback from key stakeholders and community members**

## Out of Scope

Category	Feedback	Roads and Maritimes' response
<b>Additional Information Requests</b>	Information about the design and construction of the intersection of Lyons Road and Byrne Avenue is requested. In particular information about the median strip is requested as the construction varies from the approved design.	This request is not within the scope of this project. However has been forwarded to the appropriate team at Roads and Maritime Services to provide this information where available.
<b>Traffic suggestions</b>	<p>Investigate a right hand turn arrow for traffic turning onto Victoria Road.</p> <p>Remove the 'No Left Turn's on weekdays going west along Lyons Road.</p> <p>'No Right Turn' signs are needed between Victoria Road and Brent Street.</p> <p>Traffic turning left from Marlborough Road onto Lyons Road is causing congestion. The lights don't allow enough vehicles to go through. A green arrow allowing you to turn onto Victoria Road would help, and also reduce rat running.</p> <p>Bowman Street and Polding Street (which run parallel to Lyons Road) are congested with parking and cannot accommodate two-way traffic. These should be reviewed to investigate whether they should be one-way west bound.</p> <p>Reinstate the left turn from Lyons Road into Victoria Road and the pedestrian island.</p> <p>The crossing at the Post Office to Destro's Pharmacy should be removed as pedestrians can use the other crossing to the hotel. Alternatively, an overhead walkway should be constructed.</p> <p>During afternoon clearway hours, traffic heading west along Lyons Road is not permitted to turn</p>	<p>We thank you for providing feedback on the current operation of the road network within the vicinity of Lyons Road. This feedback and traffic improvement suggestions are out of the scope of this clearway and 'No Stopping' proposal.</p> <p>Roads and Maritime Services manage state roads, and local councils (such as the City of Canada Bay Council) manage local roads.</p> <p>Any feedback and traffic suggestions relating to Lyons Road or any other State Road will be forwarded to the relevant Roads and Maritime team for their investigation and consideration.</p> <p>Any feedback and traffic suggestions relating to any local roads will be forwarded to the City of Canada Bay Council for their investigation and consideration.</p>



	<p>right into Moore Street. Moore Street, which is narrow and straight, becomes a speedway for peak hour traffic turning off Lyons Road.</p>	
	<p>The 'No Stopping' signs have been removed in Thompson Street where it joins Lyons Road. This causes congestion during the after school pick up period, especially for school buses.</p>	
	<p>A turning arrow was added for city bound traffic turning right from Lyons Road into Victoria Road. However, the light only turns red causing congestion.</p>	
	<p>The biggest problem on the weekend is traffic travelling towards Victoria Road, turning right into Barney Street. This should be made 'No Right Turn' on weekends</p>	
	<p>It is suggested that the 2 hour parking limit be removed on the 2nd and 3rd streets back from Victoria Road to increase the overall number of parking spaces available.</p>	
	<p>The flow of traffic is blocked at the corner of Lyons and Victoria Road where there is one lane for traffic to turn left into Victoria Road and one lane for traffic to go straight ahead. This needs to be reviewed to make it more efficient.</p>	
	<p>Install 'No Right Turn' signs heading west on Lyons Road from Victoria Road to Hampden Road. Delays and safety issues result from the right turn of traffic into streets such as Gears Avenue and Dening Street by drivers who are impatient to turn at Gipps Street or Hampden Road.</p>	
	<p>Traffic gets banked up at the Great North Road intersection due to congestion in Lyons Road West towards Concord.</p>	

	<p>There should be a tunnel under Lyons Road to get across Victoria Road, and another tunnel on Darling Street and Balmain Road.</p>	
	<p>Request for improvements to the Bayswater Street intersection to improve the efficiency of the intersection on how it directs traffic through Lyons Road and onto Victoria Road. A 'Turn left at any time' sign should be put on the corner of Lyons Road and Bayswater Street to help congestion, or alternatively a timed pedestrian crossing.</p>	
	<p>Additional traffic signals are required at the intersection with Moore Street.</p>	
	<p>A 'No Right Turn' is needed from Bayswater Street into Tavistock Street during peak morning periods to prevent rat running in Tavistock Street.</p>	
	<p>Additional truck load limit signs '3 Tonnes and Over' are needed on Tavistock Street. There is only one sign at present and it cannot be seen when driving down Bayswater Street.</p>	
	<p>The traffic lights at the corner of Hampden Road and Lyons Road should be extended to include Janet Street, and incorporate an eastbound, right-hand turn lane from Lyons Road into Janet street.</p>	
	<p>Vehicles continually run the pedestrian lights on Lyons Road near Thompson Street. This is very dangerous and improvements are needed.</p>	
	<p>An eastward extension of the median strip outside the Caltex service station is needed to block any right-hand turn from Lyons Road into Barney and Millar Streets.</p>	

<b>Monitoring and enforcement</b>	Vehicles frequently are parked on Lyons Road after 6:30am and 3:30pm during the existing 'No Parking' restrictions impeding the flow of traffic in the kerbside lane. Vehicles are parked outside popular cafes for around 5 to 10 minutes and rarely get booked. This needs to be monitored.	<p>Under the current 'No Parking' restrictions on Lyons Road vehicles parked during the specified 'No Parking' hours risk being fined.</p> <p>We note your feedback regarding the policing of timed parking restrictions on Lyons Road and other side streets to ensure that parking is available for visitors to the area. Roads and Maritime Services manage state roads and local councils manage local roads. Council rangers have authority on state roads such as Lyons Road to enforce parking restrictions. Council rangers and enforcement officers patrol streets within their respective local government areas and issues fines accordingly. Should you see a car parked illegally or exceeding parking restrictions on local streets we advise you contact your local council and lodge a service request for parking enforcement.</p> <p>The new clearways will allow vehicles to be fined and towed if a vehicle is parked or stopped on Lyons Road during clearway hours. Members of the public can call the Transport Management Centre on 131 700 to report a car parked in a clearway. This means immediate action can be taken to move the vehicle obstructing traffic flow and redistribute traffic across both lanes to ease congestion, improve journey times, and safety for road users.</p>
	The 'No Parking' restrictions on Byrne Avenue, outside the Birkenhead Hotel are never policed. The availability of parking is so restricted that there is serious non-compliance to 'No Parking' and 'No Stopping' signs. Safety is compromised for pedestrians crossing these roads and turning traffic entering Byrne Avenue.	
	Will the Roads and Maritime be policing time restricted parking on side streets? If not, who will be policing this and what guarantees will Roads and Maritime give that enforcement will be effective?	
	The provision of some limited off street parking, with strong enforcement of regulations will alleviate the pressure on safety.	
	The 'No Stopping' signs outside Ocean Foods in Gipps Street are never enforced. This causes congestion during the morning rush hour.	
	The 'No Stopping' area on Lyons Road, where it joins Moore Street, has become a parking space for trucks, blocking visibility, and is never enforced.	

<p><b>Additional short term parking requests</b></p>	<p>Parking availability in Moore Street, Denning Street, Gipps Street, Barney, Millar Streets as well as Gears Avenue and Byrne Avenue is bad on weekends because of the high parking demand placed upon them by the patrons of the various retail establishments along Lyons Road. Roads and Maritime should consider the introduction of timed additional timed parking zones to assist in this regard.</p>	<p>Thank you for the feedback regarding parking along Moore Street, Denning Street, Tranmere Street, Gipps Street and Bowman Street. Introducing timed parking within these streets is not within the scope of this project and business parking consultation process, as this proposal seeks to offset the amount of spaces being removed from Lyons Road as a result of the 'No Stopping' restrictions.</p> <p>As detailed within the Project Update and shown on <b>Appendix A</b>, business parking is not being removed on Moore Street, Denning Street, Tranmere Street, Gipps Street and Bowman Street. Therefore no alternate business parking is being proposed. However this feedback will be provided to City of Canada Bay Council for their investigation and consideration as matters on local streets are under the care and control of Council. Roads and Maritime is working with City of Canada Bay Council to deliver the alternate business parking concurrently with changes to the state road. The Sydney Clearways Strategy outlines a process for working with councils to ensure sufficient business parking is provided for when a clearway is introduced.</p>
<p>There are limited parking opportunities for the 9 businesses on Lyons Road that corner Tranmere Street. More ½ hour or 1 hour parking restrictions are needed on Tranmere Street and Bowman Street particularly on the corner of Tranmere and Lyons Road. This will prevent commuters parking there all day. The types of businesses that require parking would not require for their clients to be parked longer than an hour.</p>		
<p>The reconfiguration of kerbside parking could benefit the area greatly. Moore Street and Gipps Street have great potential for timed angled parking as the streets are very wide and can accommodate more parking with landscape opportunities.</p>		
<p><b>Development on Lyons Road</b></p>	<p>The area is overpopulated with apartments. Approving less apartment developments will help with traffic. New developments will bring additional people and commercial tenancies needing access to parking. The 'No Stopping' will remove much</p>	<p>Roads and Maritime is not a consent authority for private development. The local council is the consent authority for local development in most cases. Roads and Maritime does provide comment and feedback to councils on the traffic and parking implications of development proposals that adjoin state roads. This is then considered by council as part of the assessment of the development proposals.</p>

	needed parking.	Any enquiries or suggestions about the traffic and parking assessment of developments should be directed to the development assessment team at City of Canada Bay Council.
	The Roads and Maritime should insist of the Council that future retail development provide adequate parking on-site to alleviate existing parking pressures on residential streets.	
	With all the new high density developments government is approving in the area new infrastructure is necessary.	
<b>Construction traffic and parking</b>	Construction workers associated with all of the redevelopment in the area are increasing parking pressure.	We note your feedback that tradespersons may be using parking spaces in the area in order to access their worksites along and near Lyons Road. The use of these spaces by these vehicles is likely to be for the duration of the development. The vehicles belonging to the tradespersons (like any vehicles) are permitted to park on Lyons Road and on local side streets in accordance with the parking restrictions that apply. Any vehicles parked illegally risk being fined. Council can be contacted to report any vehicles not complying with parking restrictions.

**Table 4 – Summary of verbal and written feedback from key stakeholders and community members outside of the scope of this project**

## Feedback received via Social Media

Category	Matter raised	Roads and Maritime's feedback
<b>Clearway justification</b>	<p>Lyons Road and all main roads should be clearways at all times. Car parks can be built in side streets.</p>	<p>As discussed in 'Proposal Justification' (see <b>Table 3</b>), investigations of traffic volumes and travel times have been used to determine the introduction of new clearways along the corridor. This will assist in easing congestion and improving travel times and safety for road users.</p>
	<p>Clearways on Lyons Road will not help congestion long term. It will work for a few weeks until motorists realise it is a quicker route, and then it will be congested again.</p>	
	<p>The only difference to the current parking arrangements is a technicality which allows cars to now be towed if parked on Lyons Road, which is good, however it is a revenue raising scheme.</p>	
	<p>Removing parking in the left lane of a two lane road will increase capacity by 50%. The flow improves as the middle lane is not obstructed by cars attempting reverse parking.</p>	
	<p>Clearways use the existing road infrastructure instead of intersection improvement works.</p>	
	<p>The average traffic flow improvement generated by adding car lanes (which take a maximum of 2000 cars per hour in ideal traffic conditions) is gone within 7 years. Make those extra lanes all-day bus-only lanes instead.</p>	

Category	Matter raised	Roads and Maritime's feedback
<b>Impact on businesses</b>	Local shops will suffer and be forced to close.	Our investigations found that there is sufficient capacity in the local side streets to cater to the business parking demands. Even though investigations identified available spaces, Roads and Maritime seeks to introduce timed parking at nearby side streets to encourage increased turnover, providing accessible parking to business customers on Lyons Road. In addition, Roads and Maritime is working with City of Canada Bay Council to deliver additional parking on Janet Street by formalising and extending the angled parking.
<b>Residential amenity and parking</b>	This is just an excuse to charge for parking in side streets.	Roads and Maritime are not proposing to introduce parking meters for parking in side streets. As discussed within this report under 'Business amenity and parking' (see <b>Table 3</b> ), timed parking is being introduced to encourage increased turnover, providing accessible parking to business customers on Lyons Road.
	How are elderly people meant to be dropped off at medical facilities along Lyons Road?	<p>The new clearways hours will be removing parking from Lyons Road for an additional one hour in the AM and PM peak compared to the existing 'No Parking' restrictions that operate from 6:30am to 9:30am and 3:30pm to 6:30pm. Parking is permitted outside the clearway hours to drop off elderly to services on the corridor, subject to any other parking restrictions that may apply.</p> <p>If appointments are scheduled during the clearway hours then alternate parking is proposed in local side streets to ensure that access is maintained to businesses. This is discussed within the section titled 'Alternate business parking' within this report.</p> <p>In addition, taxis are permitted to stop in clearways to drop off passengers where required, which could assist with the elderly visiting services along Lyons Road.</p>
<b>Financial Impact</b>	Properties along Lyons Road will decline in property value.	<p>Any parking currently permitted on the state road is not specifically allocated to residents or properties. Parking impacts on the primary function of the road and Roads and Maritime change parking restrictions across the state road network to ensure they are meeting their primary purpose.</p> <p>The introduction of new and extended clearways does not change the land use, land size or development capacity of a property. As such, we do not expect that changes to parking on the state road would impact on private property values.</p>

Category	Matter raised	Roads and Maritime's feedback
<b>Other clearways</b>	<p>Clearways are needed on:</p> <ul style="list-style-type: none"> <li>• Victoria Road through Drummoyne</li> <li>• Enmore Road, Marrickville</li> <li>• Bourke Street, Waterloo</li> <li>• Odea Avenue, Redfern</li> <li>• McEvoy Street, Redfern</li> <li>• Princes Highway at Rockdale, Sylvania, Heathcote</li> <li>• King Street, Newtown</li> <li>• Hunters Hill Road ( Ryde Road), Hunters Hill</li> <li>• Military Road / Spit Road</li> <li>• New South Head Road from Edgecliff to Double Bay</li> <li>• Kingsgrove Road, Kingsgrove</li> <li>• Botany Road from Redfern to Mascot</li> <li>• King Georges Road at Wiley Park</li> <li>• Bay Street, Rockdale ,</li> <li>• Liverpool Road from Parramatta Rd heading west</li> <li>• Eastern Valley Way (clearway 24/7)</li> <li>• Hume Highway through Yagoona</li> <li>• Canterbury Road.</li> </ul> <p>Clearways should not be introduced on King Street in Newtown</p>	<p>Thank you for the nomination of state roads for new and extended clearways across the Sydney road network. Some of these state roads are included within the Sydney Clearways Strategy for the investigation of clearways. Those not included in the Strategy have been noted by the Project Team for future investigations.</p>

**Table 5 - Feedback received via social media**

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



## Decision

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

We have reviewed the comments provided by the community and stakeholders. Roads and Maritime are committed to the new weekday clearways and 'No Stopping' parking changes to help ease congestion along Lyons Road from Great North Road, Five Dock to Victoria Road, Drummoyne.

The new weekday clearways and 'No Stopping' restrictions will be operational in **May 2018**. The new clearway and 'No Stopping' signs will be installed along the corridor a few weeks before the clearways is open to traffic and will be done as night works (weather permitting). A notification about the work will be issued to directly impacted properties around seven days before the night work starts.

## Next Steps

Roads and Maritime will continue to work with the City of Canada Bay Council to deliver the alternate business customer parking arrangements (see **Appendix A**) which will involve timed parking at:

- Byrne Avenue, north of Lyons Road
- Gears Avenue, north of Lyons Road
- Barney Street, south of Lyons Road
- Brent Street, south of Lyons Road.

We are also working with Council on the expansion the car parking area in Janet Street to provide additional spaces. We will also advise businesses and the community on the outcome and final configuration of the car parking area before any works progress.

At the time of the community engagement in November 2017, 1/2P and 1P spaces were proposed between 6am – 7pm on weekdays and 9am – 6pm on weekends and public holidays. The feedback received suggested that 1/2P and 1P restrictions did not provide sufficient time for customers of some businesses in Lyons Road. Based on the feedback we have requested with council to consider 2P restrictions in Gears Avenue from 6am – 7pm on weekdays and 9am – 6pm on weekends and public holidays (see **Appendix D**). We will advise businesses and the community on the final timed parking restrictions prior to the clearways being implemented.

In addition, the configuration of the alternate business parking has been updated to take into account additional site constraints and the community feedback. The changes are summarised in the table below, and the revised alternate parking proposal is shown in **Appendix D**:

Location	Original proposal	Revised
<b>See Map 2 - Appendix D</b>		
Gears Avenue (location C)	Two x 1/2P One x 1P	One x 1/2P One x 1P
Gears Avenue (location D)	Two x 1P	One x 1P
Gears Avenue (location F)	Five x 1P	Six x 2P
<b>See Map 3 - Appendix D</b>		
H on Brent Street	Two x 1P	One X 1P One x Mobility impaired parking

Roads and Maritime will continue to work with the City of Canada Bay Council to deliver the alternate business parking.

The clearway and 'No Stopping' is planned to be operational in May 2018. During the clearway hours parking is not allowed. If you park in a clearway during the clearway hours you risk being fined and your vehicle can be towed. The only exceptions are passenger drop off / pick up by buses and taxis and use by emergency vehicles. During the 'No Stopping' hours, parking or stopping is not allowed. Motorists who do so risk being fined.

## Appendix A – Project Update – November 2017



# New weekday clearways and parking changes on Lyons Road

Between Great North Road, Five Dock and Victoria Road, Drummoyne

## Project Update – November 2017

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.

Roads and Maritime Services is introducing new weekday clearways on Lyons Road between Great North Road, Five Dock and Victoria Road, Drummoyne. The new weekday clearways hours are shown below and are included on the map (overleaf).

- **6:00am to 10:00am and 3:00pm to 7:00pm on weekdays only.**

The clearways will replace the existing 'No Parking' restrictions that operate from 6:30am to 9:30am and 3:30pm to 6:30pm weekdays.

The new clearways will help traffic flow by restricting parking during the clearway hours and allowing vehicles to be towed if they stop illegally or breakdown.

They will provide you and your family and friends with more efficient, and reliable journey times. This means that when you are planning your day, getting to and from work, dropping the kids off, or getting to appointments, your journey will be more reliable. This means less time in the car, and more time doing the things that matter.

### New 'No Stopping' Restrictions

While considering the clearways proposal, Roads and Maritime completed a comprehensive review of parking along Lyons Road and identified that parking at certain locations was also causing congestion.

To address this congestion we are considering 'No Stopping' restrictions at certain locations (see map overleaf). This will allow vehicles to travel in the kerbside lane and safely pass vehicles waiting on Lyons Road to turn right into side streets.

The new 'No Stopping' restrictions are proposed to operate around specific intersections between Thompson Street and Lithgow Street (with the locations shown on the map overleaf) from:

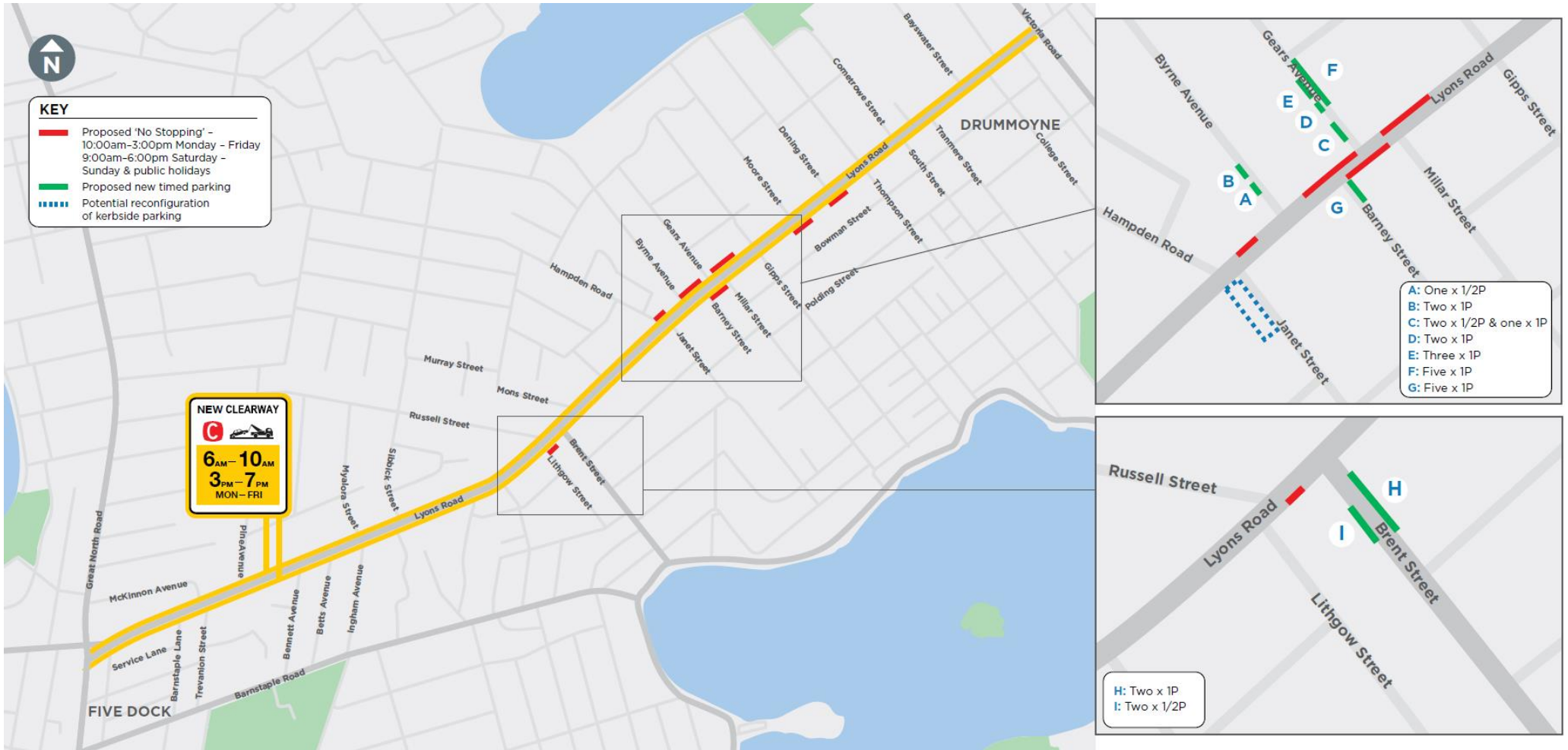
- **10:00am to 3:00pm weekdays\***
- **9:00am to 6:00pm weekends and public holidays.**

\* The 'No Stopping' applies between the new weekday clearway hours of 6:00am to 10:00am and 3:00pm to 7:00pm.

It is expected that these changes will allow traffic to flow more freely on Lyons Road and help reduce motorists 'rat running' through local streets to avoid congestion and delays.



Traffic on Lyons Road



36 Weekday clearways and No Stopping on Lyons Road from Great North Road, Five Dock to Victoria Road, Drummoyne

In summary, the following parking restrictions apply:

	Current parking restrictions (both directions)	New parking restrictions (both directions)
Weekdays	6:30am to 9:30am - 'No Stopping' 3:30pm to 6:30pm - 'No Stopping'	6:00am to 10:00am - Clearway 10:00am to 3:00pm - No Stopping** 3:00pm to 7:00pm - Clearway
Weekends & Public Holidays	Unrestricted parking	9:00am to 6:00pm - No Stopping**

\*\* at selected locations found on the map (overleaf)

## Alternate customer business parking

Roads and Maritime have also considered changes to parking in the side streets, just off Lyons Road, that would offset the parking removed by the introduction of 'No Stopping' restrictions on Lyons Road.

These proposed alternate business customer parking areas would have timed parking restrictions from 6am to 7pm on weekdays and 9am to 6pm on weekends and public holidays. The locations and details of the alternate business parking are listed below (subject to Council approval).

- **Byrne Avenue, north of Lyons Road**  
- one x 1/2P and two x 1P parking spaces
- **Gears Avenue, north of Lyons Road**  
- two x 1/2P and 11 x 1P parking spaces
- **Barney Street, south of Lyons Road**  
- five x 1P parking spaces
- **Brent Street, south of Lyons Road**  
- two x 1/2P and two x 1P parking spaces.

We are also discussing with City of Canada Bay Council some additional parking on Janet Street (south of Lyons Road) that would formalise and extend the existing angle parking to provide additional spaces for business customers.

The map shows the new weekday clearways and the proposed 'No Stopping' restrictions along Lyons Road as well as the proposed parking changes on local streets.

We invite your feedback on the alternate business parking options.

Please send your comments to [clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au) or call 1300 706 232 by Friday 8 December.

## What is a clearway?

A clearway is a section of road where stopping and parking is not allowed during the times shown on the clearway sign. Clearways are put on key arterial roads where traffic is often heavy and congested.

They help keep vehicles moving by making all lanes available to motorists. The only exception is the stopping of buses and taxis dropping off or picking up passengers as well as emergency vehicles.

If you park in a clearway during the clearway hours you risk being fined and your vehicle can be towed.

## Key benefits

### Clearways:

- reduce congestion by making an additional lane available to traffic
- Improve journey times, allowing drivers to get to their destination sooner and more reliably
- Improve safety by removing parked vehicles from the kerbside lane
- has an immediate positive impact on traffic flow as it uses existing road space for the movement of vehicles.

## What is a 'No Stopping' area?

A 'No Stopping' area is a section of road where you are not allowed to park or stop your vehicle unless there is a medical or other emergency.

Sometimes a 'No Stopping' area is indicated by a solid yellow edge line.

The hours of operation of a 'No Stopping' area vary from street to street. Make sure you check the signs for specific hours of operation. Fines apply for vehicles stopping illegally.



Traffic on Lyons Road

## As a resident, what does this mean to me?

The new weekday clearways and the proposed 'No Stopping' areas will change parking conditions in front of residential and business properties along Lyons Road. We understand this may cause some inconvenience to you.

If you currently live on this section of Lyons Road, you will need to reconsider where you park during the new clearways and in the proposed 'No Stopping' zones. If you do not have a driveway, garage or carport on your property, local streets are available for you to park subject to any council restrictions. Parking will remain unchanged outside of the new clearways and the proposed 'No Stopping' restrictions.

As clearways continue to be rolled out across Sydney, you, your family and friends will experience more efficient, safer, and more reliable journey times. This means less time in the car, and more time doing the things you enjoy.

## I shop and visit places on Lyons Road, what should I do?

If you currently shop, visit places or work along this section of Lyons Road, we understand it is important to be able to park nearby.

Roads and Maritime is discussing with City of Canada Bay Council the provision of alternate business parking on local streets during the 'No Stopping' hours. We are looking at adding additional timed on-street parking on a number of local streets and reconfiguring some of the existing timed street parking to offset the business parking spaces removed by the proposed 'No Stopping' areas.

The proposed alternate parking is shown on the map. The map shows both the 'No Stopping' locations and the proposed alternate parking arrangements.

## What's next?

We invite your feedback on the proposed changes to introduce 'No Stopping' restrictions and provide short stay parking spaces for business and shop visitors near Lyons Road, by Friday 8 December. Please send your comments to [clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au) or **1300 706 232**. We will consider your feedback on the proposed parking changes and continue to update you as the project progresses.

## Background

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

Installing new and extended clearways on weekdays and weekends can help reduce congestion in many areas of Sydney by allowing motorists to use all traffic lanes.

Since 2013, we have installed over 230 kilometres of new and extended clearways across some of Sydney's busiest road corridors. We are continuing to investigate where new and extended clearways would help ease congestion and establish more reliable travel times for motorists across the network.


Clearways on Lyons Road were nominated for investigation by members of the community. Members of the community are able to nominate a state road to investigate whether a clearway would help ease congestion and improve traffic flow on that road. Investigations found that traffic volumes during weekday peaks warranted the introduction of clearways to replace the existing 'No Parking' zones.

For further information on the Sydney Clearways Strategy and how you can nominate a state road, please visit our website:


[www.rms.nsw.gov.au/clearways](http://www.rms.nsw.gov.au/clearways)

### Contact us

To find out more or provide feedback:

 1300 706 232 (toll free)

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

 Clearways Project team  
PO Box 973  
Parramatta NSW2124

 [www.rms.nsw.gov.au/clearways](http://www.rms.nsw.gov.au/clearways)



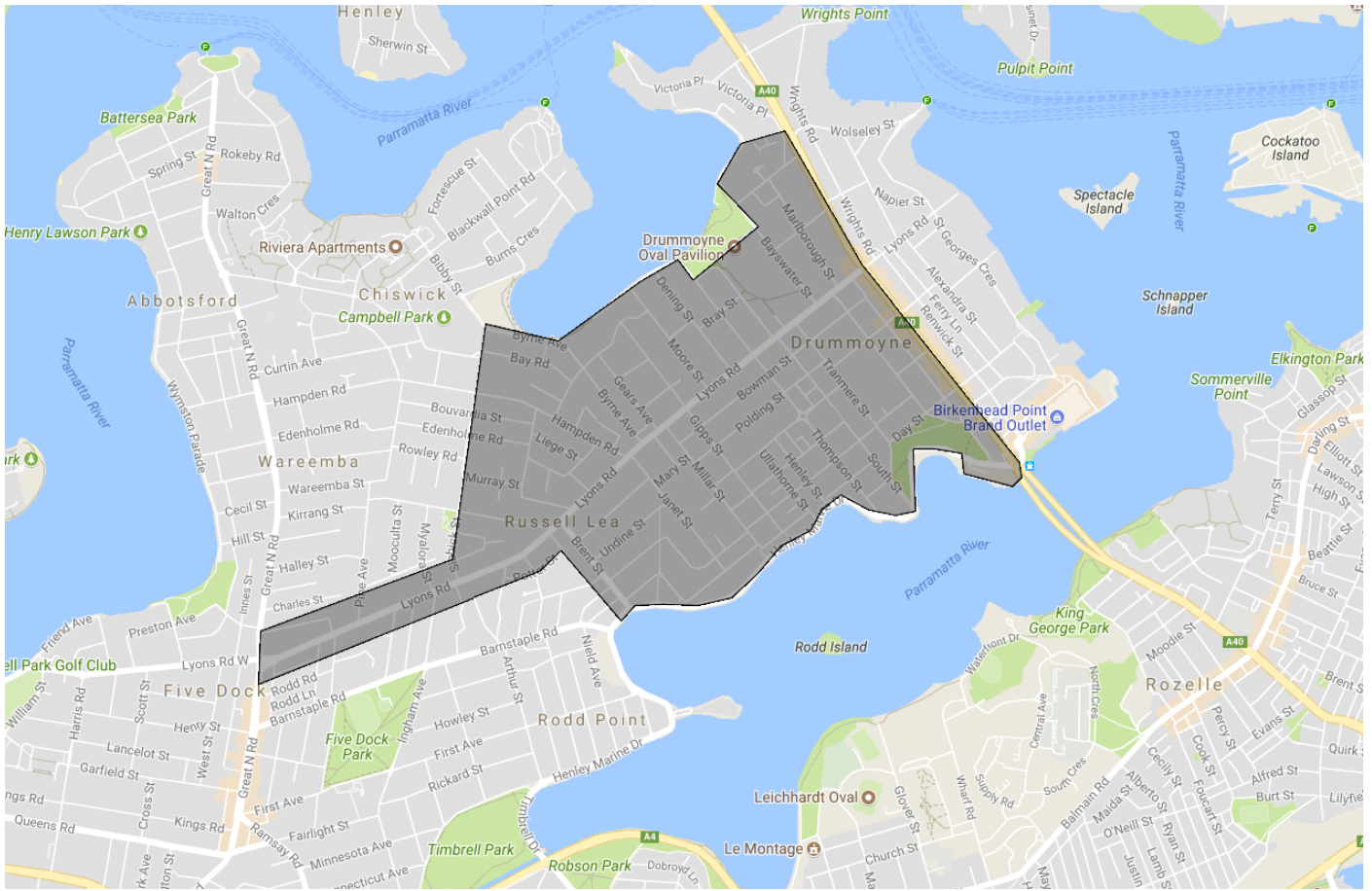
If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1300 706 232**.



November 2017  
RMS 17.602

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# Appendix B – Distribution Area



## Appendix C – Social Media Post



**NSW Roads**  
Like This Page · 22 November 2017

We've listened!

New weekday morning and afternoon clearways and parking changes are coming to Lyons Road 🚗

Want to talk more?

More info @ <http://rms.sociallyons>

Eliana Soledad Luna Gandarillas, Frank R. Magallanes, Ricky Leong and 432 others like this.

35 shares · 138 comments

**Dennis Ridewood** We do not want clearways in King Street Newtown, we want the traffic slower and safer more like Norton street or Crown Street in Surry. Cleveland street is pretty much a clear way and is one of the slowest but still most dangerous street in Sydney.  
18 · 24 November 2017 at 17:23  
29 Replies

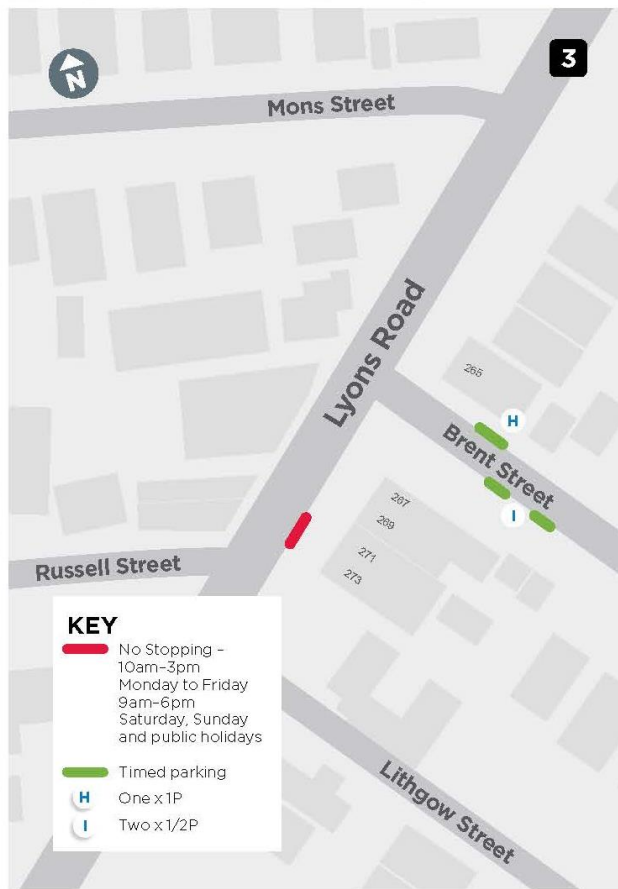
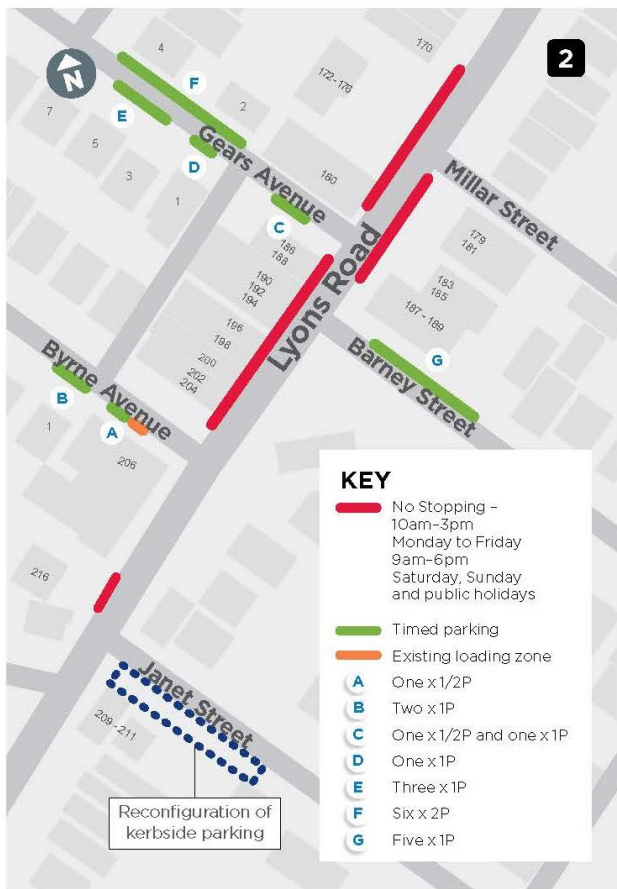
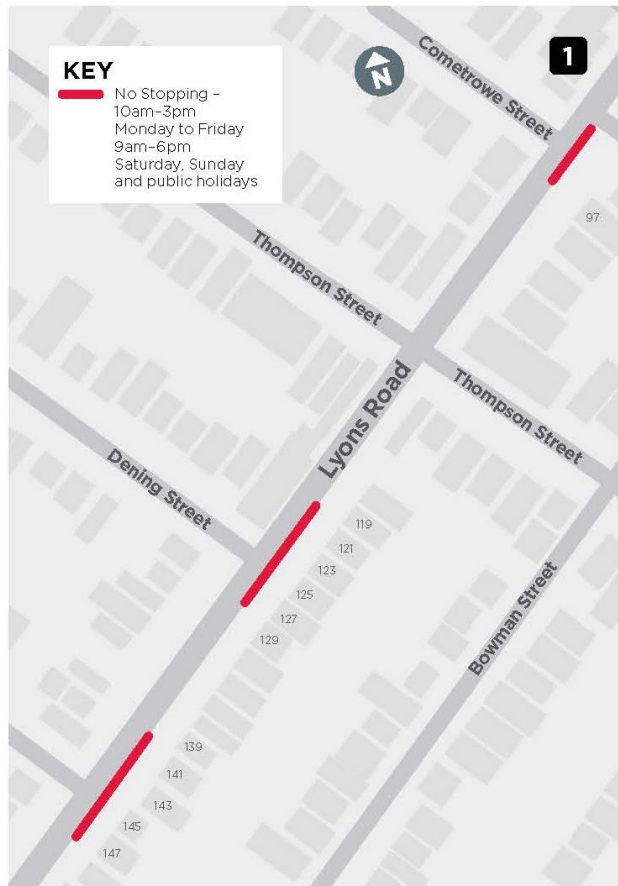
**Peter Anthony Cunningham** While you are at it, Victoria Rd through Drummoine continues to be a nightmare on weekends. Bout time it was made a clearway, too. Overdevelopment of apartments along Victoria Rd from Gladesville to Drummoine doesn't help, of course. But government encourages it.  
57 · 25 November 2017 at 02:53  
3 Replies

**Ian Pagett** Lyons rd should be a clear way all the time!! How about resurfacing it!!! Could possibly be the worst rd in Sydney!!  
25 · 24 November 2017 at 18:48  
4 Replies

NSW Roads Facebook post from 22 November



# Appendix D – Revised Alternate Business Parking





1300 706 232



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



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April 2018

RMS.18.772

ISBN: 978-1-925797-08-4