



Proposed new and extended clearways on Marsden Road, Dundas Valley to Carlingford

Community Consultation Report

October 2017



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Executive summary

This report provides a summary of Roads and Maritime Services' engagement with the community and key stakeholders on a proposal to install new and extended clearways on Marsden Road between Stewart Street, Dundas Valley and Pennant Hills Road, Carlingford.

Roads and Maritime invited feedback on the proposal in August and September and we received submissions from 19 people. Seven submissions supported the proposal with no issues raised or modifications suggested. 12 submissions provided suggestions or raised concerns relating to the proposal. During the consultation period, we also door knocked 77 properties along Marsden Road.

Comments received included extending the length of the proposed clearways and the need for intersection improvements.

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

Clearways form part of a number of measures aimed at improving traffic flows on arterial roads, including no stopping, bus lanes and transit lanes.

Clearways are directly aimed at alleviating congestion where a road is carrying traffic volumes close to its capacity. They provide greater capacity on key roads where on-street parking obstructs a lane of traffic, lowering the performance of the whole corridor. Clearways make additional traffic lanes available to motorists at low cost and without the need for expensive road widening treatments and property acquisition.

The current clearways network in Sydney provides considerable benefits for major roads including:

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

The decision

After considering all the technical information and community comments, along with the proposal's aims and design requirements, we have decided to proceed with proposal unchanged.

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

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1. Introduction

1.1. Background

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

The NSW Government's Long Term Transport Master Plan outlines a number of responses to traffic congestion in Sydney, aimed at improving travel on Sydney's roads in both the short and 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. 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 ensuring alternative business parking is available, to minimise impacts on local businesses.

The NSW Government has committed \$121 million to the clearways strategy which includes assisting local councils with alternative business parking solutions. So far, we have delivered over 230 kilometres of new and extended weekend and weekday clearways across the Sydney road network under the clearways strategy.

Marsden Road is a key corridor on Sydney's road network that forms part of the link connecting the northern and southern suburbs. It is part of the A6 corridor. Marsden Road is also a local bus route and a secondary freight corridor and is therefore an important route for the movement of people and freight across Sydney.

Marsden Road is predominantly a four lane divided road. The current weekday clearways operate northbound from 3:00pm to 7:00pm and southbound from 6:00am to 10:00am between Pennant Hills Road and Stewart Street. A combination of no parking, no stopping, unrestricted parking, and bus zone restrictions are in place outside of clearway hours. During our investigations, we found that there were up to 1100 vehicles per hour travelling in each direction on Marsden Road.

1.2. The proposal

The proposal included extending the existing weekday peak clearways and introducing new weekend clearways on Marsden Road between Stewart Street, Dundas Valley and Pennant Hills Road, Carlingford. The proposed hours in both directions would be:

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

The existing parking restrictions would continue to operate unchanged outside of the proposed clearway hours.

The following map depicts the proposed new and extended clearway hours.

Proposed new and extended clearways on Marsden Road from Dundas Valley to Carlingford

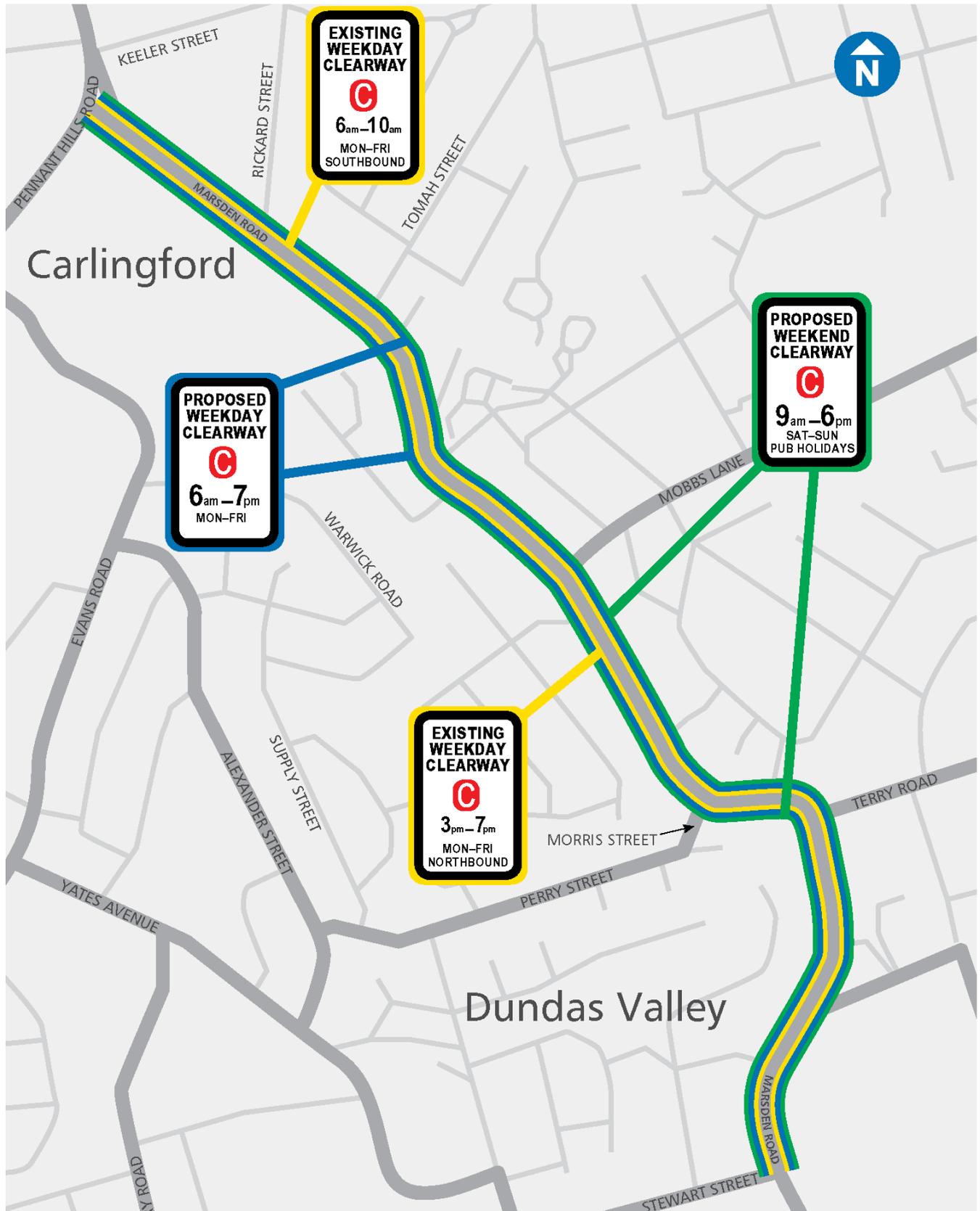


Figure 1 Proposed new and extended clearways on Marsden Road

2. Consultation approach

2.1. Consultation objectives

Roads and Maritime engages with the community and key stakeholders to:

- understand concerns and needs of the community
- seek comment, feedback, ideas, and suggestions for us to consider when making a decision
- advise directly affected stakeholders of the proposal
- build a database of interested and concerned community members with whom we can continue to engage during the proposal's development and delivery
- advise the community how they can obtain further information and provide feedback.

2.2. How consultation was done

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

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

Table 1 Community Engagement Activities

Channel	Activity
Stakeholder meetings/ communication	<ul style="list-style-type: none"> • Meetings and phone conversations with the offices for the Member for Parramatta, Geoff Lee, MP (21 June 2017 & 15 August 2017), Member for Ryde, Victor Dominello, MP (21 June 2017 & 15 August 2017), and Member for Epping, Damien Tudehope, MP (21 June 2017, 31 July 2017, and 15 August 2017) • Meetings with Parramatta Council (1 August 2017) and Ryde Council (13 July 2017)
Community updates (Appendix A, B & C)	<ul style="list-style-type: none"> • Delivered to 24,700 properties in Dundas Valley, Ermington and Carlingford in August • Direct mail to emergency services, schools, large businesses, religious centres and community groups in the local area. • Door knocked 77 properties along the southern section of Marsden Road on Thursday 24 August 2017.
Community information session	<ul style="list-style-type: none"> • Roads and Maritime held a community information session on Tuesday 22 August 2017.
Webpage	<ul style="list-style-type: none"> • Project webpage updated with latest project information including the community updates.
Advertisement	<ul style="list-style-type: none"> • Advertisements advising of the community information session were placed in the Hills Shire Times, Parramatta Advertiser, Parramatta City Sun and Hills News to appear between Tuesday 15 August 2017 and Thursday 17 August 2017.
Media release	<ul style="list-style-type: none"> • A media release was issued by Damien Tudehope MP at the start of the consultation period.

3. Consultation summary

3.1. Overview

We received submissions from 19 people. Seven submissions supported the proposal with no issues raised or modifications suggested. 12 submissions provided suggestions or raised concerns relating to the proposal. During the consultation period, we also door knocked 77 properties along Marsden Road. Roads and Maritime have taken into consideration all feedback submitted in the decision to proceed with the proposal unchanged.

3.2. Feedback and Roads and Maritime's responses

Roads and Maritime has provided responses to all feedback received on this proposal. The responses are provided directly to the person who commented, as well as in this report, which will be made available to the public. Responses to each issue raised are located in Table 3.

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

Table 2 Feedback Methods

Submission Type	Number of people
Email	10
Telephone	8
Face-to-face	1

Table 3 Feedback summary and Roads and Maritime's responses

Category	Matter raised	Roads and Maritime's response
Proposal justification	Removing parking will not fix the problem	<p>Clearways are directly aimed at alleviating congestion where a road is carrying traffic close to its capacity. As traffic volumes on Marsden Road have been found to be above 800 vehicles per hour, a single median lane in each direction is insufficient to effectively move the traffic demand and therefore the proposal ensures the availability of the kerb side lane at times where the road is close to capacity.</p> <p>In developing the Marsden Road proposal, Roads and Maritime used traffic volume counts and parking survey data which was collected in November 2016. Investigations found that in peak weekday periods and throughout the day on weekends there were up to 1100 vehicles per hour travelling in each direction on Marsden Road. During the parking survey, we found only two vehicles parked along the route during the proposed clearway hours. Illegal parking within bus and no parking zones was also observed along this corridor.</p> <p>A single parked car can cause obstruction of the kerb side lane, turning the road into a single lane road in that direction. Clearway restrictions would allow these cars to be removed to provide increased capacity, facilitate more reliable journey times for motorists and improve road safety. The clearway is expected to reduce the frequency of last minute lane changing and heavy braking which can result in rear end and side swipe crashes.</p> <p>Clearway restrictions also enable all approach lanes of an intersection to be fully utilised, which increases the efficiency of intersections by maximising the number of vehicles through the</p>

Category	Matter raised	Roads and Maritime's response
		intersection on each green traffic light phase.
Residential Impact	This will inconvenience residents	<p>Marsden Road, between Stewart Street, Dundas Valley, and Pennant Hills Road, Carlingford, is a state road that forms part of the A6 corridor and is an important route for the movement of people and freight within Sydney.</p> <p>Marsden Road also provides access to residential properties. Roads and Maritime acknowledge that by restricting parking during clearway hours, some residents will have to change their parking behaviour.</p> <p>The proposal balances the needs of the community by only proposing clearway restrictions on Marsden Road when traffic volumes are reaching capacity.</p>
Public Transport	Will buses be affected?	<p>Buses, taxis and emergency services are allowed to stop in clearways for pickup and set down under the Australian Road Rules.</p> <p>Bus operators and commuters along with other road users will benefit from the clearway restrictions from more reliable journey times due to a more consistent flow of vehicles on the state road and improved intersection efficiency.</p>
Extending scope of the proposal	<p>Extend the clearway on Marsden Road to Victoria Road</p> <p>Implement clearways on Marsden Road between Stewart Street and Victoria Road</p> <p>Extend the clearways south to Cowells Lane</p> <p>Implement clearways on Victoria Road through West Ryde shopping area on weekends</p>	<p>The Sydney Clearways Strategy has identified over 1000km of state roads for further investigation by Roads and Maritime to consider new and extended clearways.</p> <p>The Victoria Road corridor has been identified in the Strategy for further investigation. These investigations have not yet commenced.</p> <p>Marsden Road south of Stewart Street was not identified for further investigation in the strategy, as the traffic volumes, did not meet the criteria at that time. Should traffic volumes increase on this section of Marsden Road, the introduction of new clearways can be considered.</p>

Category	Matter raised	Roads and Maritime's response
Other matters	<p>Improve the intersections of Lawson Street/Marsden Road and Stewart Street/Marsden Road to improve flow from Lawson Street onto Stewart Street</p>	<p>Changes to the intersections of Lawson Street and Stewart Street are not part of this proposal and are considered out of scope for this clearway project, however clearway restrictions enable all approach lanes of an intersection to be fully utilised. This is expected to increase the efficiency of these intersections by maximising the number of vehicles through the intersection on each green traffic light phase.</p> <p>The existing layout of lanes on Marsden Road southbound at Stewart Street, provides a straight through and left turn lane, a shared through and right turn lane and a dedicated right through turn lane. The shared through and right turn lane needs to be retained, to allow vehicles to legally pass a broken down vehicle in the through and left lane.</p>
	<p>Make the middle lane at the intersection of Marsden Road and Stewart Street Southbound a dedicated right turn lane</p>	<p>The traffic light phasing along Marsden Road is coordinated, predominantly for the peak flow direction. The traffic lights on the network are part of the Sydney Coordinated Adaptive Traffic System (SCATS). SCATS is a dynamic live traffic management system that adjusts and synchronises nearby traffic signals to optimise traffic flow across the road network.</p> <p>In addition, clearway restrictions enable all approach lanes of an intersection to be fully utilised, which increases the efficiency of intersections by maximising the number of vehicles through the intersection on each green traffic light phase.</p> <p>If you experience unusual delays on the network, please report them to the Transport Management Centre (TMC) on 131 700.</p>
	<p>Cyclists should not be encouraged to use Marsden Road due to safety</p>	<p>Cyclists are permitted to ride on the road under the Australian Road Rules. They must obey the road rules and may not ride more than two abreast in a traffic lane. When in operation, the clearway provides an additional lane for all traffic, including cyclists. When the clearway is not in operation and vehicles are parked in the kerbside lane, cyclists are permitted to use the middle lane.</p>

Category	Matter raised	Roads and Maritime's response
	<p>People should be encouraged to use public transport instead of cars</p>	<p>All road users, including buses, will benefit from the clearway restrictions on Marsden Road, with more reliable journey times expected due to a more consistent flow and improved intersection efficiencies.</p> <p>The NSW Government continue to invest and support the use of public transport within Sydney.</p> <p>Clearways help to manage growing congestion by utilising our existing road infrastructure.</p>
	<p>Extend the concrete median between Morris Street and Terry Road south to Stewart Street to increase safety.</p>	<p>This request is outside of the scope of the clearway proposal.</p> <p>However a review of the five year crash history from January 2012 to December 2016 for Marsden Road from Stewart Street to Terry Road shows three head on crashes have occurred along this 650 metre length.</p> <p>This concrete median request has been referred to Network Sydney for further investigation, however the installation of a concrete median barrier along this length of Marsden Road would likely require widening of the road or the removal of one travel lane.</p>

4. Decision

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

After reviewing the feedback, we have decided to proceed with the proposal unchanged.

5. Next steps

We have considered all submissions and will ensure our team is aware of concerns raised by the community.

We will progress with the installation of this clearway on Marsden Road from Stewart Street to Pennant Hills Road. We expect the clearway to be operational in December 2017.

The community will be notified prior to the installation and to confirm the opening date.

6. Appendices

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



Have your say

Proposed new and extended clearways on Marsden Road, between Stewart Street, Dundas Valley and Pennant Hills Road, Carlingford

August 2017

Roads and Maritime Services is inviting your feedback by **Monday 4 September** on a proposal to extend the current weekday clearways and introduce new weekend clearways on Marsden Road between Stewart Street, Dundas Valley and Pennant Hills Road, Carlingford. We are proposing this work to make your journey more reliable and safer. Introducing new weekend clearways will also ensure you get around much easier when visiting friends and family.

Current weekday clearways operate southbound from 6am to 10am and northbound from 3pm to 7pm. There are no clearways operating presently on weekends. A combination of no parking, no stopping, unrestricted parking, and bus zone restrictions are in place outside of clearway hours.

We will be holding a drop-in community information session on **Tuesday 22 August** between **6pm and 8pm** at **Foster Hall, Brush Farm House, 19 Lawson Street, Eastwood, NSW 2122**.

Why Clearways?

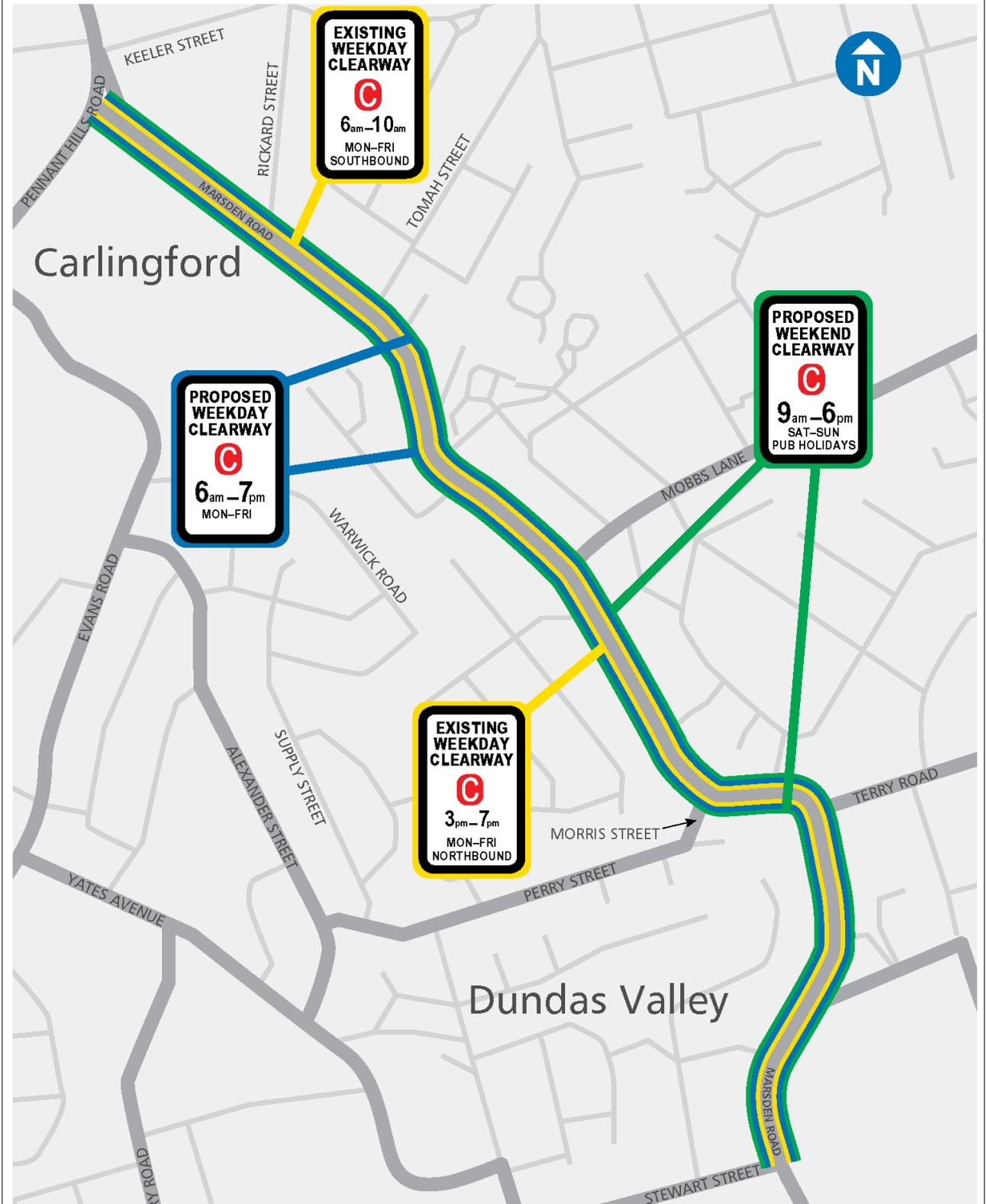
A clearway is a section of road where motorists must not stop or park during specified hours. When cars are parked in a kerbside lane they block that lane, restricting the flow of traffic.

Installing clearways on a State road where on-street parking obstructs the flow of traffic can help ease congestion and establish more reliable travel times for motorists.

Key Benefits

- supporting the efficient movement of people and goods on Sydney's major roads
- facilitating more reliable journey times for motorists
- increasing road capacity when warranted without expensive investment in widening roads
- balancing the use of kerbside lanes for motorists and for parking, when clearways are not required.

Proposed new and extended clearways on Marsden Road from Dundas Valley to Carlingford



Background

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

Since 2013, we've installed over 200 kilometres of new and extended clearways across some of Sydney's busiest road corridors and we are continuing to investigate new and extended weekday and weekend clearways across the network. Marsden Road is one of the roads identified in the Sydney Clearways Strategy.

Marsden Road, between Stewart Street, Dundas Valley and Pennant Hills Road, Carlingford, forms part of the A6 corridor. This corridor provides an important link from the northern to the southern suburbs of Sydney.

This proposal aims to complete the new and extended clearways recently installed on the A6 between Alford's Point Bridge and Stewart Street, Dundas Valley.

Marsden Road is also a Secondary Freight Corridor and is therefore an important route for the movement of freight in Sydney.

Investigations for new and extended clearways

Roads identified in the Sydney Clearways Strategy, including the section of Marsden Road between Stewart Street, Dundas Valley and Pennant Hills Road, Carlingford, were identified as meeting the following criteria:

- travel speeds less than 30km/h during peak periods
- traffic flow of more than 800 vehicles per flow lane, per hour
- the road is an important public transport and/or freight route for moving people and goods.

In developing this proposal, Roads and Maritime undertook further investigations in November 2016, which included assessment of traffic volume data and surveys of business parking demand.

Investigations found that in peak weekday periods and throughout the day on weekends there were up to 1100 vehicles per hour travelling in both directions on Marsden Road.

During our investigations we also recorded road users on Marsden Road experiencing travel speeds less than 30km/h during morning and afternoon weekday peak periods, at midday on week days, and throughout the day on weekends.

Parking Investigations

Parking conditions in front of residential properties along the route would be impacted by this proposal. During the investigation, several vehicles were found to be parked along the route during the day. During the investigation, it was observed that there was available capacity for these vehicles on the adjacent residential properties or in nearby side streets.

During the investigation, illegal parking was also observed on Marsden Road. Clearway restrictions would allow these illegally parked cars to be removed from obstructing the roadway, which create a safety hazard.

All businesses either have 'No Stopping' or 'No Parking' restrictions in front of their properties on Marsden Road or have access to on-site parking.

What hours of operation are proposed?

Roads and Maritime is proposing to install new and extended clearways in both directions on Marsden Road between Stewart Street, Dundas Valley and Pennant Hills Road, Carlingford, to operate:

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

The above proposed hours are designed to reflect the findings of the investigations conducted by Roads and Maritime, taking into account vehicle volumes and travel speeds whilst balancing the needs of road users with those of the local residents. The proposed hours also maintain consistency with clearway hours established on the southern parts of the A6 corridor to minimise confusion for motorists.

Community drop-in session

Roads and Maritime will host a community drop in session so you have an opportunity to better understand the proposal and meet with members of the project team in person. A formal presentation will not be given, so please **feel free to drop in at any stage** during the below times.

The community drop-in session will be held on **Tuesday 22 August** between **6pm** and **8pm** at:

**Foster Hall,
Brush Farm House,
19 Lawson Street,
Eastwood, NSW 2122**

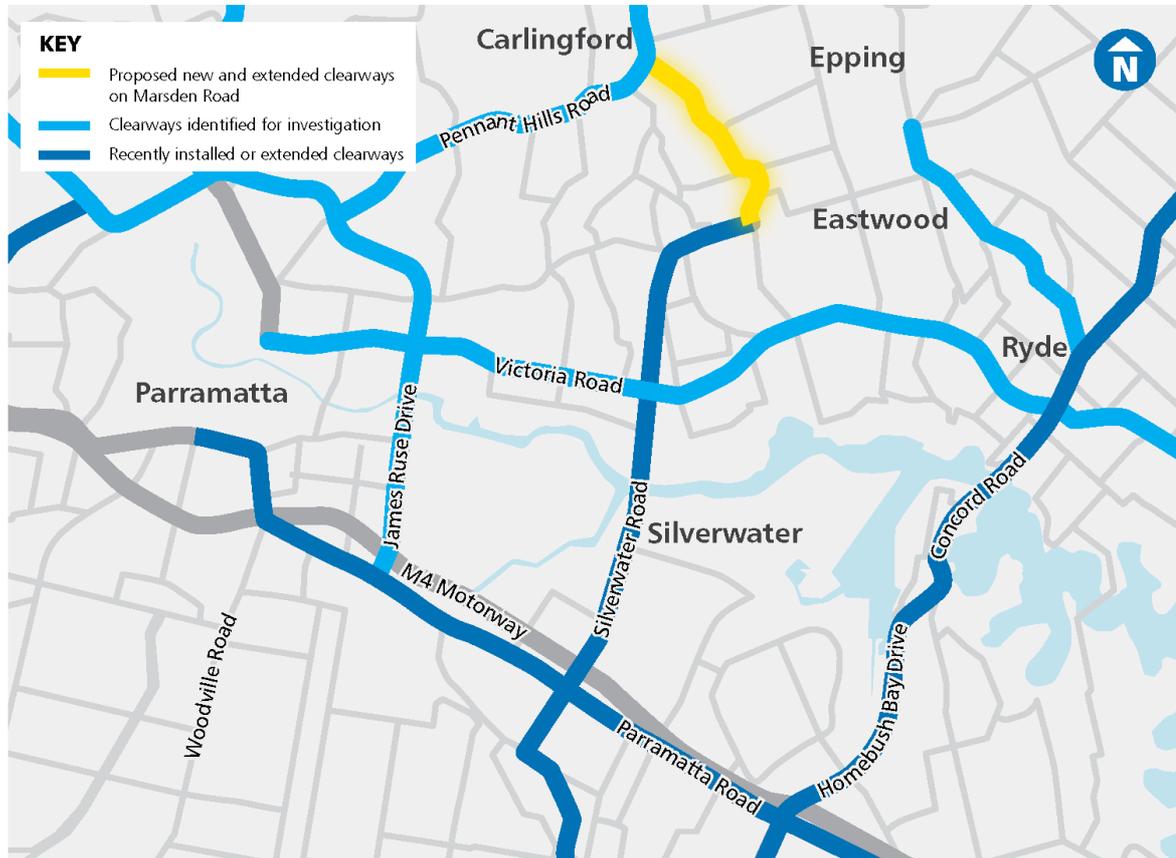
Next steps

We would like to hear from you on this proposal by **Monday 4 September**.

We will consider all your feedback and support before deciding how to proceed with the proposal. A community consultation report will be prepared, summarising comments and issues raised. It will be made available on our website.

We will keep you updated as the proposal progresses.

Location map



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 703 457**.

Have your say

To find out more or provide feedback:

-  1300 706 232
-  clearways@rms.nsw.gov.au
-  Clearways project team
PO Box 973, Parramatta NSW 2124
-  rms.nsw.gov.au/clearways

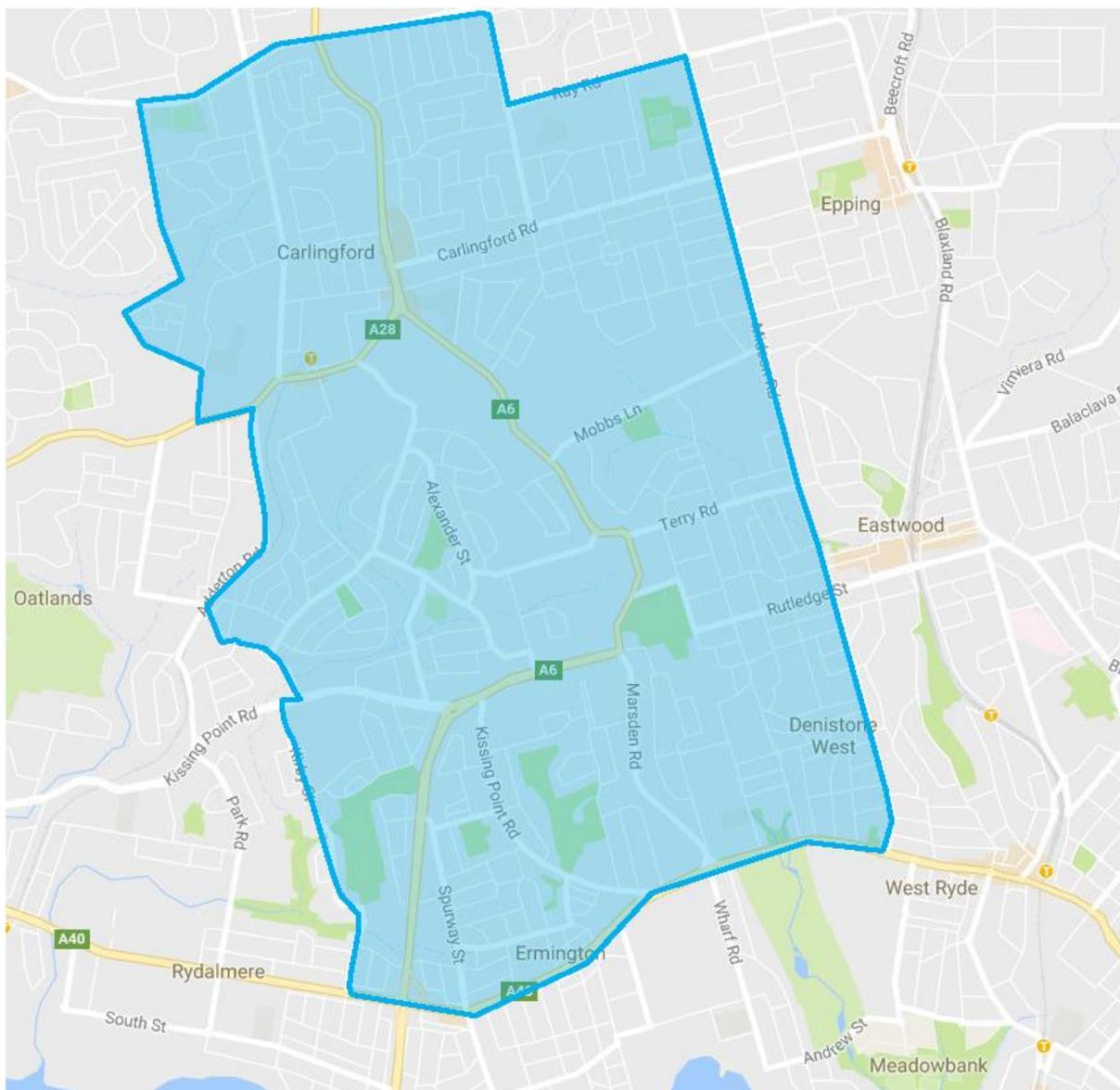


August 2017
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6.2. Appendix B – Distribution map





rms.nsw.gov.au/clearways



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