Traffic improvements on Old South Head Road from Bondi Junction to Bondi

Engagement Report

Roads and Maritime Services | June 2019

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Executive summary

This report provides a summary of Roads and Maritime Services' engagement with the community and key stakeholders on extended weekday and new weekend and public holiday clearways on Old South Head Road between Syd Einfeld Drive, Bondi Junction and Curlewis Street, Bondi and changes to the Flood Street intersection.

Old South Head Road from Bondi Junction to Bondi was identified in the Sydney Clearways Strategy in December 2013. The strategy aims to help manage congestion across the Sydney road network by introducing new and extended clearways on busy roads that play an important role in moving people and goods across Sydney. In November 2018, clearways were introduced on New South Head Road from Rushcutters Bay and Double Bay which has delivered immediate congestion relief to Sydney's eastern suburbs.

Roads and Maritime traffic investigations found that new and extended clearways along Old South Head Road would help ease congestion and improve reliability of journey travel times. Our investigations into business parking along Old South Head Road identified that the only on-street business customer parking impacted is in the westbound direction near Flood Lane. Roads and Maritime has investigated and identified alternative business customer parking in the side streets near the Flood Street and Flood Lane intersections. Discussions are ongoing with Waverley Council to implement these changes.

Operational clearways allow all lanes to be available to road users, Roads and Maritime also proposed to convert the existing westbound 'Left turn only Buses excepted' lane, into Flood Street, to a shared left turn and straight through lane to allow motorists to use both citybound lanes on Old South Head Road to travel through the intersection.

On 27 June 2018, Roads and Maritime informed the community and key stakeholders, including business owners, about changes to the clearway hours on Old South Head Road and asked for feedback on the proposed business parking and the Flood Street intersection (see Appendix A – Project Update June 2018 and Appendix B – Distribution Area). The new and extended clearways on Old South Head Road between Bondi Junction and Bondi would operate between 6am and 7pm on weekdays and 9am and 6pm on weekends and public holidays, as shown below in Table 1.

During the engagement period, the following feedback was received:

- responses from 61 individuals, including businesses, residents and other stakeholders, which includes verbal feedback from doorknocking 9 directly impacted businesses, and residents along Old South Head Road
- feedback from 16 businesses and community members at an information kiosk
- 121 comments and 529 reactions on social media
- two petitions objecting to the clearway (one written and online on change.org) signed by 464 and 129 people respectively.
- Subsequent to the close of consultation we received a petition opposing the clearway registered through the clerk of parliament which contained more than 500 signatures which included signatories from both previous petitions. All petitions were considered as part of the consultation process and the concerns raised are addressed within this Engagement Report

The key matters raised included support for the extended and new clearways, the need for and effectiveness of clearways, the alternative parking proposals, impact on local businesses and residents and the westbound bus lane between Penkivil Street and Flood Street.

In response to issue raised by the community, in December 2018, Roads and Maritime committed to undertake additional investigations, including into business parking

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

The decision

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

After initial consideration of the feedback received, in December 2018 Roads and Maritime committed to carry-out further investigations, particularly into the business parking on Old South Head

Additional investigations undertaken in April 2019 identified that business parking demand on Old South Head Road can be catered for by making high turnover parking changes in nearby side streets including Flood Lane and Flood Street.

Based on these investigations Roads and Maritime have decided to proceed with the new and extended clearways with some changes to the proposed parking changes in nearby side streets .

We will also proceed with changes to the Flood Street intersection as outlined in the proposal.

These changes will help to ease congestion on Old South Head Road and improve reliability of journey travel times.

The new and extended clearways will operate as outlined in the original proposal, shown in Table 1 below.

Table 1 - New and existing clearways on Old South Head Road between Syd Einfeld Drive and Curlewis Street.

	Existing Clearways and No Stopping restrictions	New Clearways (Existing bus lane retained)
Weekdays	Clearways - 6am to 10am Westbound Clearways - 3pm to 7pm Eastbound No Stopping - 4pm to 7pm Westbound from Flood Lane to Victoria Road.	6am to 7pm (Both directions)
Weekends and public holidays	No clearways	9am-6pm (Both directions)

There will be no changes to existing parking restrictions on Old South Head Road outside of the new clearway hours.

- Subject to Council approval, we will be implementing changes in local side streets
- Flood Lane between Barnett Lane and Old South Head Road – three ‘1/2P’ parking spaces
- Flood Street, western side, between Barnett Lane and Old South Head Road – three ‘2P’ parking spaces

These changes will mean customers can still easily access businesses from nearby high turnover spaces while not changing 5 unrestricted parking spaces in Flood Street for use by residents, staff and the community.

Roads and Maritime will continue to keep the community updated as this project progresses.

Contents

Executive summary 3
The decision 5
Introduction 7
Background 7
The proposal 8
Engagement approach 11
Engagement objectives 11
How engagement was done 11
Engagement summary 14
Overview 14
Feedback and Roads and Maritime's responses 15
Feedback summary and Roads and Maritime's response 16
Decision 38
Appendices 39
Appendix A – Project Update June 2018 39
Appendix B – Distribution Area 42
Appendix C – Social Media Post 43
Appendix D – Project Update December 2018 44

Figure 1 - Clearways on Old South Head Road (June 2018 project update) 10
Figure 2 - Traffic queues adjacent to parked vehicles on Old South Head Road, near Victoria Road intersection, looking eastbound. Photo taken Saturday morning 28 July 2018 17
Figure 3 - Traffic congestion and a bus merging around parked vehicles at Flood Street intersection on Old South Head Road, looking westbound. Photo taken Saturday morning 28 July 2018 18
Figure 4 - Weekday westbound traffic volume on Old South Head Road through two lanes before Victoria Road intersection 19
Figure 5 - Weekend westbound traffic volume on Old South Head Road through two lanes before Victoria Road intersection 20
Figure 6 - Weekday westbound average travel speeds on Old South Head Road between Curlewis Street and Syd Einfeld Drive 20
Figure 7 - Weekend westbound average travel speeds on Old South Head Road between Curlewis Street and Syd Einfeld Drive 21
Figure 8 - Weekday business parking 27
Figure 9 - Weekend business parking 28
Table 1 - New and existing clearways on Old South Head Road between Syd Einfeld Drive and Curlewis Street 5
Table 2 - Community and stakeholder engagement timeline 11
Table 3 - Feedback received via email and direct stakeholder engagement 16
Table 4 - Feedback received that was out of scope 31

Introduction

Background

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

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

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

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

The NSW Government has committed $121 million to the Sydney Clearways Strategy which includes assisting local councils with alternative business customer parking solutions where feasible. So far, we have delivered over 550 kilometres of new and extended weekend and weekday clearways across the Sydney road network under the Sydney Clearways Strategy.

In November 2018, clearways were introduced on New South Head Road from Rushcutters Bay and Double Bay which has delivered immediate congestion relief to Sydney's eastern suburbs.

Old South Head Road is a key state road (number 339) connecting the Sydney CBD to the eastern suburbs. This arterial road is managed and maintained by Roads and Maritime.

This section of Old South Head Road is approximately 1.6 km in each direction. The corridor is two lanes in both directions, apart from an approximately 300m section between Victoria Road and Banksia Road eastbound that reduces to one lane with a right turn bay at the Flood Street intersection. Investigations carried out in May 2018 found that around 35,000 vehicles travel on Old South Head Road during most weekdays and weekends.

Existing weekday clearways operate westbound from 6am to 10am and eastbound from 3pm to 7pm. Parking is available westbound between Flood Lane and Victoria Road with 'No Stopping' restrictions in place between 4pm and 7pm on weekdays. There are no parking restrictions currently on weekends

The investigations showed that this section of Old South Head Road would benefit from weekday and weekend clearways, including the weekday inter-peak period, based on hourly traffic volumes and travel times.

The proposal

Roads and Maritime Services is extending the existing weekday clearway hours and introducing new weekend and public holiday clearways on Old South Head Road between Syd Einfeld Drive, Bondi Junction and Curlewis Street, Bondi.

The proposal also included converting the existing westbound 'Left turn only - Buses excepted' lane, into Flood Street, to a shared left turn and straight through lane (see Figure 1 for details). This would allow motorists to use both citybound lanes on Old South Head Road to travel through the intersection. When combined with new clearway hours, which will remove parked vehicles from the kerbside lane, more vehicles would be able to pass through each traffic light cycle. This should improve the efficiency of the intersection and improve travel time and reliability for all road users, including buses.

The new clearway hours on this section of Old South Head Road (in both directions) would be:

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

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

As part of the proposal, there would be no changes to existing parking restrictions on this section of Old South Head Road outside the new clearway hours and no changes to the existing westbound bus lane between Penkivil Street and Flood Street.

In June and December 2016, Roads and Maritime commenced investigations into traffic conditions and parking along Old South Head Road between Syd Einfeld Drive, Bondi Junction and Curlewis Street, Bondi including identification of potential alternative business parking arrangements, which could accommodate for the removal of parking from this section of the road. The study assessed the usage and duration of vehicles parking during weekdays and weekends in summer and winter.

The investigations showed that this section of Old South Head Road would benefit from changes to weekday and the introduction of weekend clearways, including the inter-peak period, based on hourly traffic volumes and travel times.

On 27 June 2018, Roads and Maritime sought feedback from the community, businesses and stakeholders on the business parking proposal, the Flood Street intersection changes and their local knowledge to identify other locations where we could install alternative business parking. We continue to work with Waverley Council to find opportunities for business and customer parking in nearby side streets.

Following community engagement in the second half of 2018, Roads and Maritime committed to additional investigations into business parking on Old South Head Road. The additional investigations were carried out in April 2019.

These investigations identified that up to 12 spaces in the westbound lane on Old South Head Road, between Flood Street and Victoria Road in front of businesses and residential properties would be impacted, with business parking demand on Old South Head Road typically up to four vehicles during weekdays and weekends.

Roads and Maritime initially proposed adjusting existing unrestricted parking to timed parking in adjacent side streets during clearway hours as follows:

- Flood Lane between Barnett Lane and Old South Head Road – three '1/2P' parking spaces

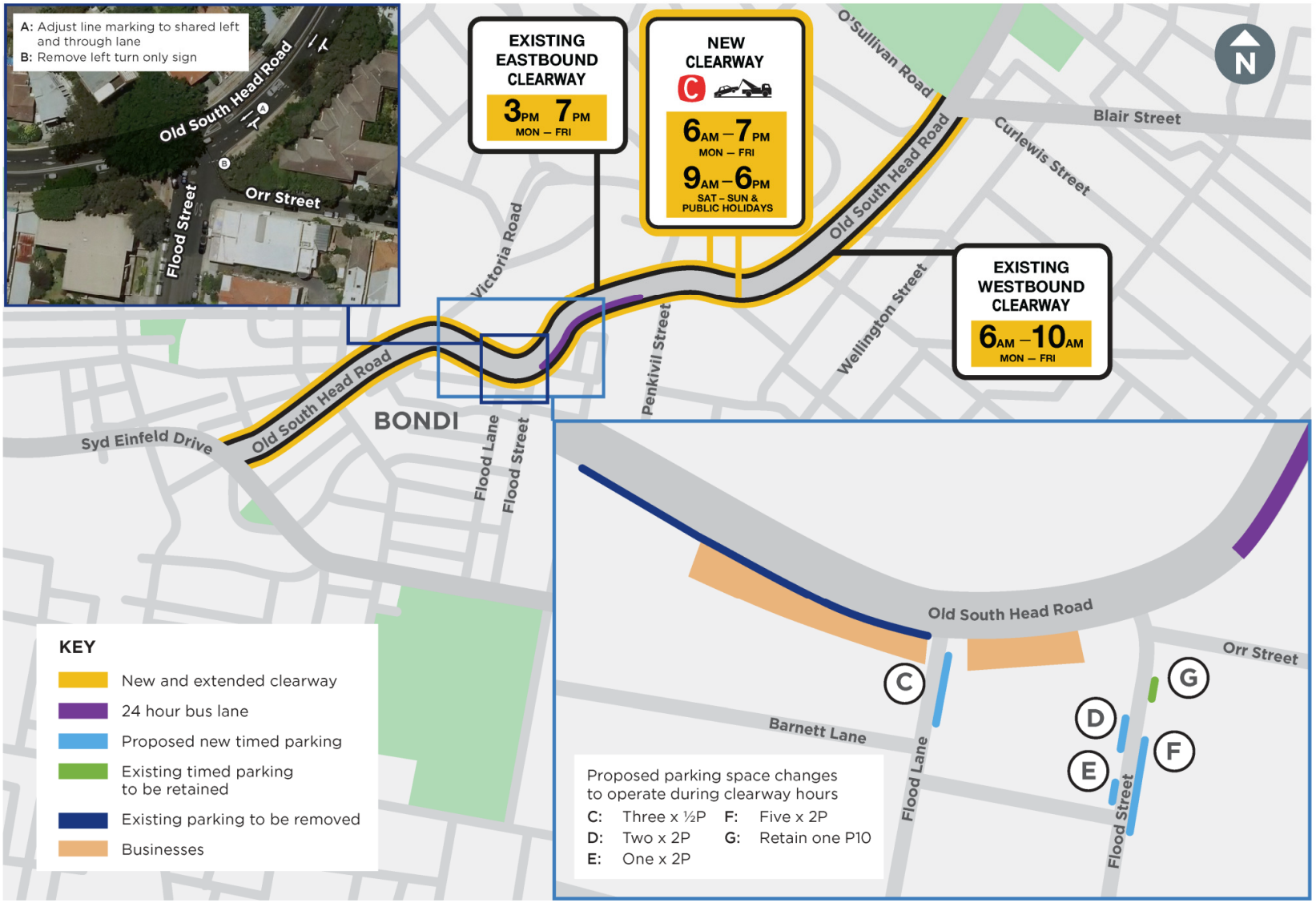
- Flood Street between Barnett Lane and Old South Head Road – three ‘2P’ parking spaces
- Flood Street south of Orr Street – five ‘2P’ parking spaces.

Following the community engagement process and additional business parking investigations in April 2019 we now propose to reduce the short term parking changes, leaving long term parking spaces as follows:

- Flood Lane between Barnett Lane and Old South Head Road – three ‘1/2P’ parking spaces
- Flood Street between Barnett Lane and Old South Head Road – three ‘2P’ parking spaces

These changes will mean customers can still easily access businesses from nearby high turnover spaces while not changing five unrestricted parking spaces in Flood Street for use by residents, staff and the community

Figure 1 - Clearways on Old South Head Road (June 2018 project update)



Engagement approach

Engagement objectives

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

This allows Roads and Maritime to:

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

How engagement was done

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

- 'Inform' the community, businesses and other stakeholders on the extended weekday and new weekend clearways hours, as these have been determined based on traffic volumes and travel times; and
- 'Consult' on the proposed alternative business parking and intersection changes to ensure the best solution is taken forward based on the local business parking needs.

Roads and Maritime commenced engagement with the community and stakeholders on Wednesday 27 June 2018 with feedback to originally close on Monday 30 July but was extended due to community requests until Monday 21 August 2018 (see Table 2).

Following consideration of the initial community feedback, In December 2018 Roads and Maritime published a community update, and committed to undertake further investigations into business parking demand on Old South Head Road. These investigations were undertaken in April 2019.

Table 2 - Community and stakeholder engagement timeline

Method	Event	Date
Stakeholder Meetings	Briefing of the Member for Vaucluse, Gabrielle Upton MP	21 February 2018 3 April 2018 1 June 2018 14 June 2018 21 June 2018 3 October 2018

Commencement of engagement		**27 June 2018**
Project Update Distribution	Project Update emailed to local Members of Parliament and Waverley and Woollahra Municipal Councils	27 June 2018
	Project Update (see **Appendix A** – Project Update June 2018) distributed to 23,000 properties within the distribution area (see **Appendix B** – Distribution Area).	28 June 2018
Doorknock	Doorknocked 15 businesses and other identified stakeholders along the corridor.	27 June 2018
Website	Project webpage with information including the Project Update.	28 June 2018
Social media post	Facebook post (see **Appendix C** – Social Media Post) inform of the project and link to the project page. Reached 62,835 218 Likes 3 Angry 121 Comments.	23 July 2018
Information kiosk	Clearways Project Team available to discuss the proposed clearways and alternative business parking with the community. **Kiosk 1:** Thursday 12 July 2018 from 4pm to 7pm – the team spoke to around 16 community members. Kiosk was held in Oxford Street Mall in Bondi Junction.	12 July 2018
Stakeholder Meetings	Clearways project team meeting with Tony Kay from Waverley Council at Roads and Maritime office at Milson's Point	12 July 2018
	Briefed Waverley Councillors	24 July 2018
	Meeting with RMS, local MP and representatives, Councillors, community group and local residents	30 July 2018 and 24 August 2018
Close of engagement		**21 August 2018 (originally 30 July 2018)**
Community Update – December 2018	Project update emailed to Woollahra Municipal and Waverley Councils.	19 December 2018
	Project Update emailed to local MPs	19 December 2018
	Doorknocked 15 businesses and other identified stakeholders along the corridor	19 December 2018
	Project Update (see **Appendix A** –	20 December 2018

	Project Update June 2018) distributed to 23,000 properties within the distribution area (see **Appendix B** – Distribution Area).	
	Project webpage with information including the Project Update.	20 December 2018
Additional investigations undertaken	Additional investigations into business parking on Old South Head Road	3 to 7 April, 2019

Engagement summary

Overview

On 27 June 2018, Roads and Maritime informed the community and key stakeholders, including business owners and directly impacted residents, about changes to the clearway hours on a section of Old South Head Road and sought feedback on the proposed alternative business customer parking and intersection changes at Flood Street.

The community was informed through a project update distributed to 23,000 properties along Old South Head Road and surrounding areas (see Appendix B – Distribution Area). As part of the engagement, 9 directly impacted businesses, and nearby residents were doorknocked.

In total, we received feedback from 61 stakeholders, community members and residents, who provided support for the proposed changes, suggested other changes or raised a number of concerns.

During the engagement process two petitions were received objecting to the clearway (one written and one online on change.org) signed by 464 and 129 people respectively.

Subsequent to the close of consultation we received a petition opposing the clearway registered through the clerk of parliament which contained more than 500 signatures which included signatories from both previous petitions. This petition called for additional investigations and community engagement prior to introduction of parking changes.

All petitions were considered as part of the consultation process and the concerns raised are addressed within this report.

Table 3 summarises the feedback received during the community engagement on the clearways and the business parking

In summary, key matters raised included:

- support for the new and extended clearways
- the need for clearways at this location and effectiveness of clearways on Sydney's road network
- limited alternative parking nearby to business and residents
- impact from loss of parking on local businesses
- traffic impacts which result from the 24 hour westbound bus lane between Penkivil Street and Flood Street.

A geo-targeted social media posts (see Appendix C – Social Media Post) was also published on Facebook. This enabled us to target the wider community and road users who travel along the road corridor to inform them of the changes, the kiosk and encourage feedback. The posts, which reached over 62,835 people, received a total of 529 reactions, the majority positive. There were 121 comments mentioning:

- support for the new and extended clearways
- the need for mode shift and improved public transport
- impact on local businesses
- other causes of congestion.

A number of the comments via social media were out of scope for this project.

Feedback and Roads and Maritime's responses

Roads and Maritime has summarised the feedback received and provided responses below in Table 3. This report will be made available to the public.

All feedback has been considered to help Roads and Maritime make decisions on the alternative business parking arrangements. Matters raised during engagement that are out of scope of this project have been forwarded to the relevant bodies/departments.

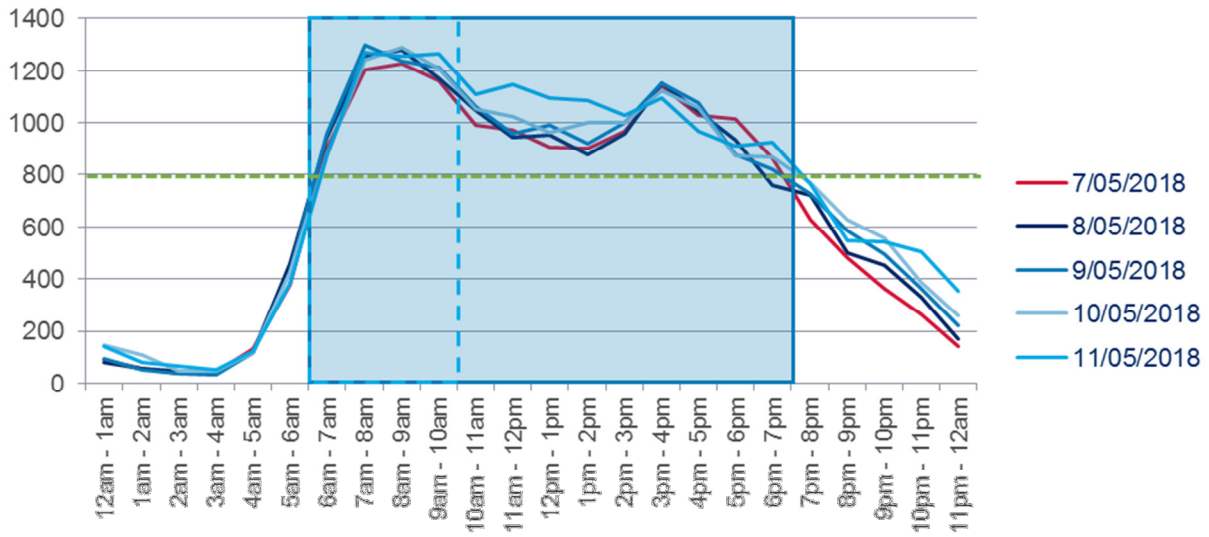
Feedback summary and Roads and Maritime's response

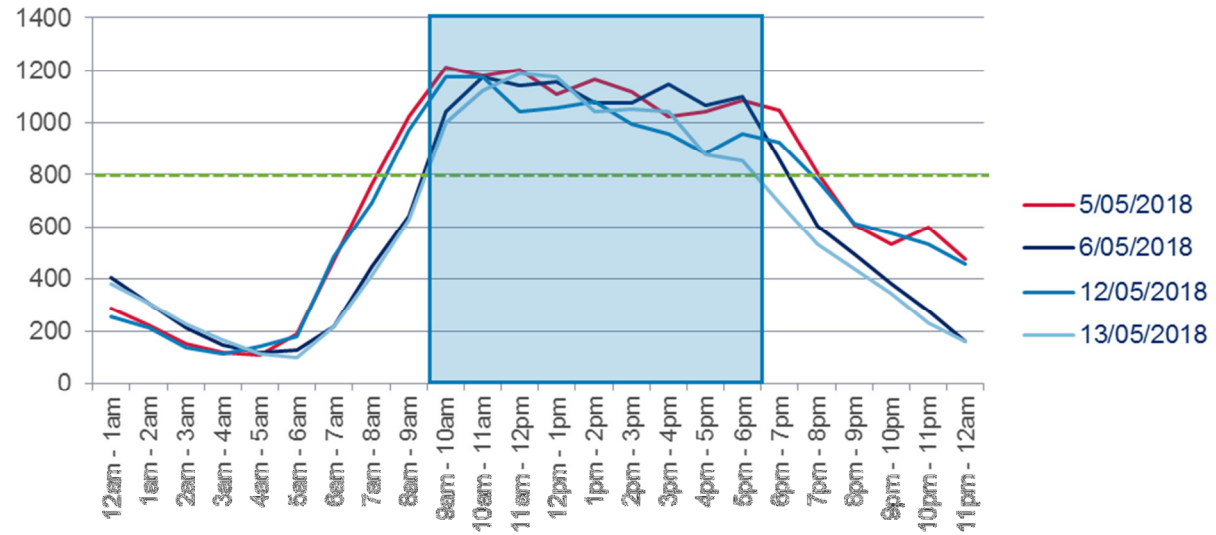
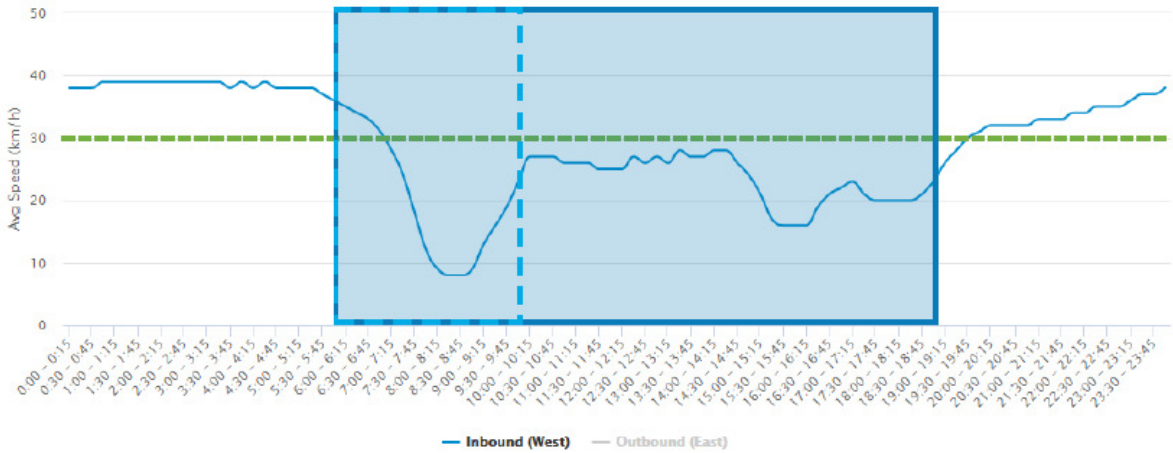
Table 3 - Feedback received via email and direct stakeholder engagement

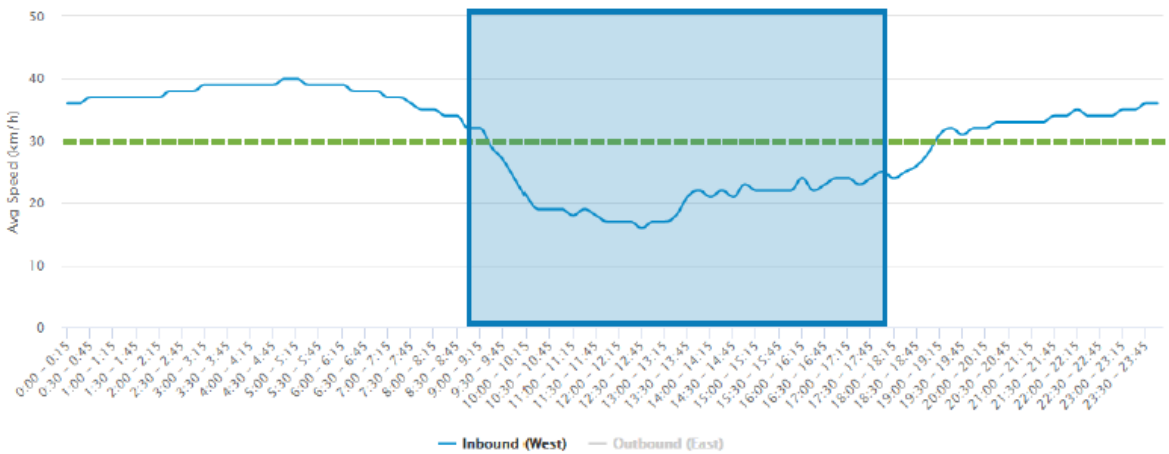
Category	Feedback	Roads and Maritimes' response
Support for the project	I believe the proposed changes will provide enormous benefit to road users, particularly on weekends.	Roads and Maritime thanks you for submission and acknowledge your support.
	I wholly support your proposal to extend the clearway and change the left turn only into Flood St into dual usage.	
	Any intervention to improve congestion between Rose Bay and Bondi Junction is most welcomed and making this section a two lane thoroughfare is a great idea.	
Why Clearways?	Taking parking spots away from Old South Head Road will not benefit traffic flow as these are already addressed with current peak clearways.	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. The Sydney Clearways Strategy published in December 2013 identified over 1000 kilometres of state roads on key corridors across Sydney, which may benefit from the introduction of new and extended weekday and weekend clearways, to improve the movement of goods and people. These routes were identified, based on an assessment of the following criteria: • directional traffic flows exceed 800 vehicles per hour per lane • travel speeds are 30 km/h or below during peak periods. Old South Head Road was identified in the Sydney Clearways Strategy and plays a vital role in Sydney's transport network and is identified as a strategically important tertiary freight corridor in the 'NSW Freight and Port Strategy'.
	Roads and Maritime needs to better explain to the community why the proposed Clearway must be implemented at the expense of lost parking to businesses and residents on Old South Head Road.	
	During work and school drop-off times, traffic is free moving along Old South Head Road.	

Category	Feedback	Roads and Maritimes' response
	There is no need to implement “traffic improvements” on weekends except during the special events.	In addition to carrying local bus services, Old South Head Road has been identified in Waverley Council’s Waverley’s People, Movement and Places Strategy (2017) as a bus priority corridor. Investigations carried out in May 2018, found that during most weekdays and on the weekend around 35,000 vehicles travel along the corridor in addition to bus passengers. Vehicles travelling towards Bondi Junction are consistently slower than 30 km/h at all times of the day. The investigations showed that this section of Old South Head Road would benefit from changes to weekday and the introduction of weekend clearways, to help manage congestion after considering factors such as hourly traffic volumes and travel times. . **Figure 2 - Traffic queues adjacent to parked vehicles on Old South Head Road, near Victoria Road**
	The data modelling results need to show the average hourly speeds during the survey period split between weekday and weekend	
	The decrease in predicted travel times from clearways are minimal and not worthy of the impact to the local community.	
	Beyond the Victoria Road intersection it changes into two lanes so the traffic moves easily.	
	If an extended clearway is to proceed, it should be phased.	
	Leave the current arrangement west of Flood Lane (for approximately 60m only)	

Category	Feedback	Roads and Maritimes' response
		intersection, looking eastbound. Photo taken Saturday morning 28 July 2018 **Figure 3 - Traffic congestion and a bus merging around parked vehicles at Flood Street intersection on Old South Head Road, looking westbound. Photo taken Saturday morning 28 July 2018** We know that when traffic volumes exceeded 800 vehicles per hour disruption to traffic flows starts to occur, including longer queues, disruptions and stop/start traffic. Reliance on a single lane through intersections with high volumes also results in longer queues and reduces the number of vehicles moving through intersections on each green traffic light phase. Our investigations have found that there is a particular problem on this corridor for buses having to merge around parked vehicles after Flood Lane and vehicles turning right into Victoria Road blocking the right lane with parked vehicles blocking the left. There was also

Category	Feedback	Roads and Maritimes' response
		opportunity to get more vehicles through the Flood Street intersection. The graphs in Figure 4 (weekdays) and Figure 5 (weekends) below show traffic volume data for 2018. The green line marked on the graph shows where 800 vehicles per hour are exceeded in the westbound direction. The graphs in Figure 6 and Figure 7 show the average travel speeds in the westbound direction. The green line marked on the graph shows a 30km/h travel speed.  **Figure 4 - Weekday westbound traffic volume on Old South Head Road through two lanes before Victoria Road intersection.**

Category	Feedback	Roads and Maritimes' response
		 **Figure 5 - Weekend westbound traffic volume on Old South Head Road through two lanes before Victoria Road intersection.**  **Figure 6 - Weekday westbound average travel speeds on Old South Head Road between Curlewis Street and Syd Einfeld Drive**

Category	Feedback	Roads and Maritimes' response
		 **Figure 7 - Weekend westbound average travel speeds on Old South Head Road between Curlewis Street and Syd Einfeld Drive**
Clearway Hours	Please enforce no parking 24/7 on Old South Head Road (westbound) between Flood Street and Victoria Road.	On this section of Old South Head Road there are existing clearways in place eastbound between 6am to 10am on weekdays and 'No Stopping' restrictions in place between 4pm to 7pm. These restrictions improve the performance of the road during peak periods. During our investigations, we found that the clearways conditions were complied with in the mornings, but many road users continue to park through the No Stopping restrictions in the evening. RMS is not able to easily tow vehicles in 'No Stopping' areas without clearway conditions – only a fine can be issued, but the impediment to traffic remains. Standardising clearway hours of operation help to provide consistency across the road network. Wherever possible, we use make an assessment base on the following standard hours • Weekday morning (6am to 10am) • Middle of weekday (10am to 3pm) • Weekday afternoon (3pm to 7pm) • Weekend and public holiday short day (9am to 6pm) • Weekend and public holiday long day (8am to 8pm)
	The clearway should be 24/7 in both directions	
	Start weekend clearways earlier or make it 24/7.	
	There are already very reasonable clearway times of 6 to 10am and 4 to 7pm to cover peak periods.	
	Don't introduce clearways on weekends and Public Holidays.	

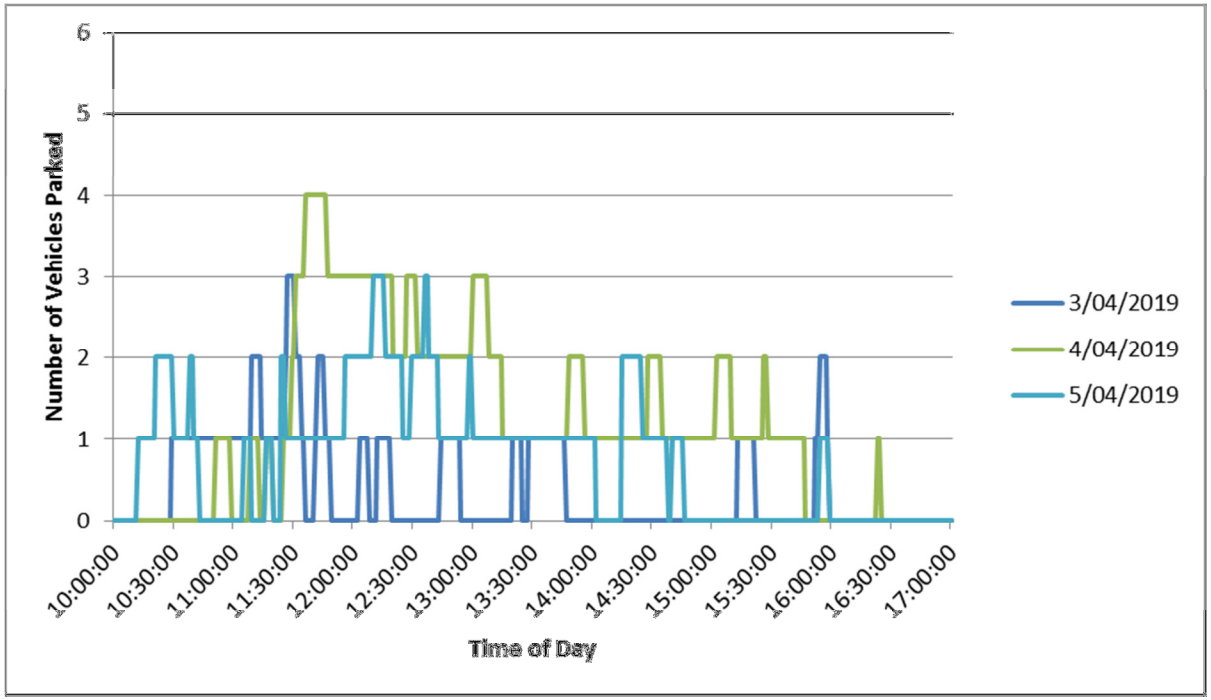
Category	Feedback	Roads and Maritimes' response
	The clearway is unnecessary during the proposed extra times of 10am to 4pm as there is no traffic on the roads at this time.	• 24 hours across seven days (At All Times) An important part of the program is finding the right balance between parking for local shops and residents and moving motorists and goods around our network. Our assessments of which hours are proposed take this balance into account as well as traffic conditions (refer to data in the table above under the category 'Why Clearways?')
Flood Street throughput lane justification	The current left turn only lane along Old South Head Road should be converted into a shared left turn and throughput lane for the benefit of all motorists.	RMS is proposing to convert the existing westbound 'left turn only' (buses excepted)' lane, into Flood Street, to a shared left turn and straight through lane. This will allow motorists to use both city bound lanes on Old South Head Road to travel through the intersection. When combined with new clearway hours, which will remove parked vehicles from the kerbside lane, more vehicles will be able to pass through each traffic light cycle. This should improve the efficiency of the intersection and improve travel time and reliability for all road users, including buses. There are no proposed changes, at this time, to the existing westbound bus lane, which prioritises public transport users in the area. Investigations undertaken in August 2017 showed that around 10 per cent of road users turn left at Flood St during afternoon peaks, meaning 90 per cent of vehicles are using the one centre lane. This means that the kerbside lane can be better utilised by including through traffic, increasing capacity of the intersection as a whole. We also know that buses are affected by parked vehicles in the kerbside lane, forcing them to merge into the single general traffic lane. The clearways proposal should address this issue and improve bus reliability.
	Is data modelling available that demonstrates that improved travel times that would be achieved for buses and private vehicles if the shared left turn and straight through lane is implemented.	
	Implementing the throughput lane will see cars tail back into both lanes during congestion and prevent left turn vehicles and bus throughput.	
Access and amenity	Clearways make it hard to access home services, tradesmen and accept deliveries	We understand that the new and extended clearway hours will change parking conditions in front of properties, which may cause some inconvenience for residents and visitors. However, the primary purpose of state roads such as Old South Head Road is to move people and goods efficiently across Sydney. 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.
	The area is well served by public transport on both Bondi Road and Old South Head Road, and within walking distance to the station	
	The proposed changes will impact residents as a result of increased traffic and parking in local streets	

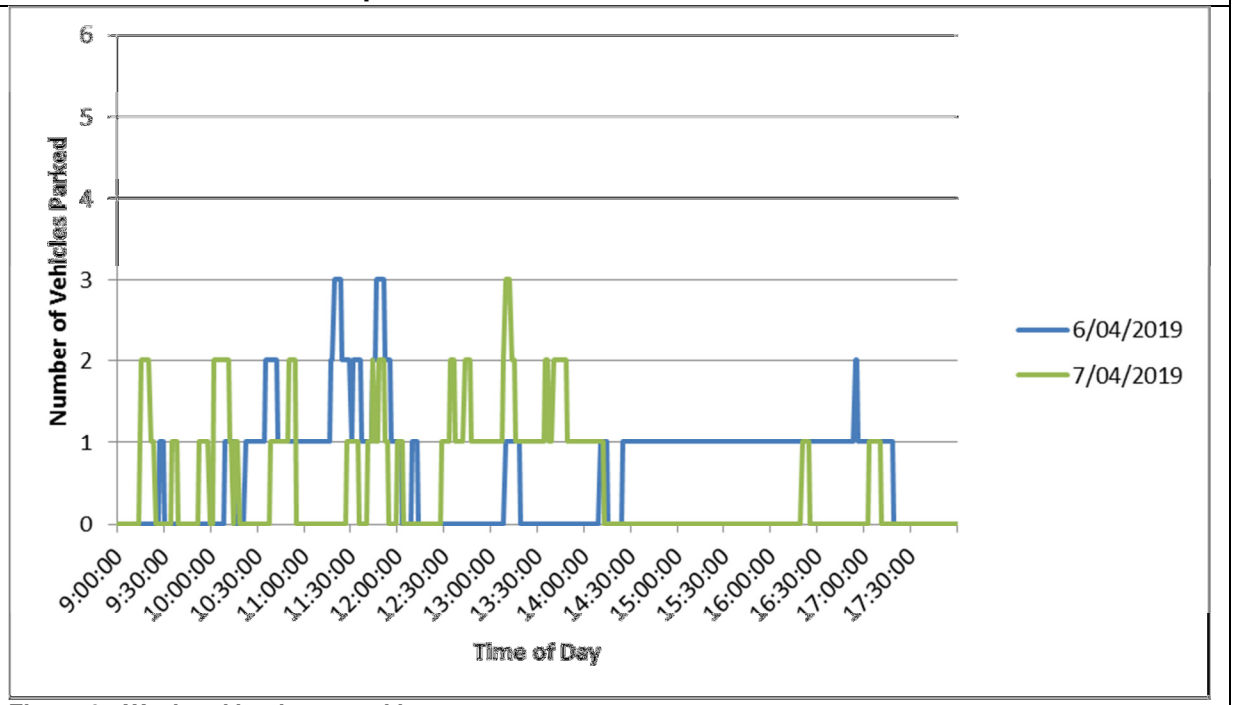
Category	Feedback	Roads and Maritimes' response
	The proposal will damage the amenity of homes	During clearway hours, tradespeople, delivery trucks and visitors are encouraged to park within properties where possible. If parking is not available on your property, tradespeople, delivery trucks and visitors will need to park in local side streets and walk to your property. This is similar to all other state roads where clearways and 'No Stopping' restrictions are in place including other sections of Old South Head Road. Under NSW road rules, buses and taxis are allowed to stop on a clearway to drop off or pick up passengers. However, hire cars, including ride-sharing services, are not permitted to drop off or pick up passengers in a clearway. Emergency vehicles are exempt from clearways restrictions. Deliveries that require vehicles to stop on Old South Head Road should be arranged outside the clearway hours when the impact on road users can be minimised.
Business impact	The local businesses on Old South Head Road have a fantastic walk past customer base, and take-away restaurants are supported by food delivery services.	During clearways hours, tradespeople, delivery trucks and visitors are encouraged to park within properties wherever possible. If parking is not available on your property, tradespeople, delivery trucks and visitors will 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. To make it easier for customers and visitors to find parking near to business on Old South Head Road we are proposing short term parking changes in nearby Flood Lane and Flood Street which will ensure high turnover spaces are available. If delivery vehicles are unable to access properties via Flood Lane, parking is available in Flood Street which is equipped with footpaths and a safe crossing to properties. Deliveries that require vehicles to stop on Old South Head Road should be arranged outside the clearway hours when the impact on road users can be minimised. Many properties in this section of Old South Head Road have rear lane access with garages and driveways which could be used for parking and deliveries. In addition, some businesses in the area have Development Applications (DA) approved based on Statement of Environmental Effects which detailed loading and unloading activities to be within the premises. If you are unsure of your DA conditions, or the assessment which was undertaken, please
	The loss of parking spaces will not affect these businesses as there is low turnover of the spaces on Old South Head Road.	
	We arrange all of our client meetings, deliveries and pick-ups between 10am and 4pm on Old South Head Road.	
	I often move my car every two hours. The lack of "all-day" parking spots does not allow business staff to work uninterrupted.	
	We require delivery trucks to stop on Old South Head Road for business operation. The trucks can't negotiate flood lane.	

Category	Feedback	Roads and Maritimes' response
		request the relevant documents from your local council. For information on investigations Roads and Maritime undertook to assess parking along the corridor (refer to data in the table below under the category 'Parking').
	The changes will cause enormous disruptions and inconvenience to our business and our customers	The primary purpose of state roads such as Old South Head Road is to move people and goods efficiently across Sydney. Parking impacts on the primary function of the state road and Roads and Maritime change parking restrictions across the state road network to ensure they are meeting their primary purpose. When cars are stopped or parked in the kerbside lane, the capacity of the road reduces the number of lanes of flowing traffic. Even a single parked vehicle blocking a trafficable lane can cause significant impacts on traffic flows for all road users. RMS consulted on alternative business parking proposals in Flood Lane and Flood Street which would enable high turnover parking spaces within easy walking distance of the businesses on Old South Head Road. Our investigations have shown that the business parking demand on Old South Head Road can be catered for by the proposed parking changes in nearby local side streets which are subject to Council agreement.
	Without regularly available, convenient parking, customers would be inclined to go elsewhere.	
Parking	Can RMS provide dates, times, locations and results of the most recent parking survey of the area, and how this survey was conducted	In 2016 two separate car parking surveys were conducted in winter and summer. The winter survey was conducted between Saturday 23 July 2016 and Sunday 31 July 2016, and summer survey was conducted Saturday 3 December 2016 and Sunday 11 December 2016. The following work was undertaken as part of the study: • An inventory of the on-street parking supply, including details of the various parking restrictions and current clearways • Identification of whether there was sufficient parking in nearby side-streets to cater for the removal of parking on the study corridor with no changes to existing parking supply • Parking demand and duration of stay surveys for all parking spaces on the corridor • Parking demand surveys for side streets on the south side of the corridor that could potentially be used as a replacement for the existing parking spaces on the State road. The side streets included the full length of Bon Accord Avenue, Bon Accord Lane and Flood Street down to Kenilworth Street. Duration of stay surveys noted the first four digit of each number plate enabling the survey

Category	Feedback	Roads and Maritimes' response
		team to identify the length of time that each vehicle was parked. Parking occupancy in the side streets was recorded manually, every hour throughout the survey period. However, only the total demand was recorded not the duration of stay for each vehicle. In April 2019 Roads and Maritime conducted additional surveys which investigated the destination of road users who parked on Old South Head Road. Specialist independent traffic monitors used cameras to capture all parking undertaken between Flood Street and Victoria Road. The survey occurred between Wednesday 3/4/2019 and Sunday 7/4/2019 between 10am and 7pm on weekdays and 9am to 6pm on weekends. The survey included a record of all vehicles stopping on Old South Head Road westbound between Flood Street and Victoria Road and captured: • The arrival time • The departure time • The parking space occupied by the vehicle • The destination of drivers or passengers Number of drivers and passengers exiting each vehicle.
	What were the results of the parking surveys?	The 2016 investigations showed that on weekdays there is typically five to ten vehicles parked on the State road, with a maximum deficit in the side streets of three spaces, but typically there was no deficit. The duration of stay survey showed that the around 80 per cent of vehicles were parked on Old South Head Road for less than 2 hours, with more than 50 per cent stopping for less than 1 hour. On weekends demand was higher, with typically five to 12 vehicles parking on the State road in summer and five to ten vehicles in winter. The duration of stay survey showed that about 50 per cent of vehicles stopped for more than 2 hours, suggesting that it is residents or other community users rather than customers of local businesses making use of these parking spaces on weekends. The parking study showed suitable parking availability in the nearby side streets on weekends may be difficult to find, however there was availability within walking distance in streets further afield from the survey area. We undertook further investigations in April of 2019. The investigations found that, on average, only around 40 per cent of vehicles parking on Old South Head Road are accessing businesses adjacent to their parked vehicle Most are visiting just one business (Coffee Tea and Me coffee shop). The average duration of stay for those visiting the coffee shop is under ten minutes. All other businesses averaged less than one vehicle parking per surveyed day.

Category	Feedback	Roads and Maritimes' response
		Demand for business parking is limited to less than three vehicles at any one time for most of the survey across both weekends and weekdays, with just 10 minutes on the surveyed Thursday where a peak demand of four vehicles for businesses was observed. Refer to Figure 8 and Figure 9. Most of the other 60 per cent of vehicles not utilising adjacent businesses were parking, leaving their vehicles and walking out of the survey area, with a small number were accessing nearby residences. On weekends, up to seven vehicles were parked before the survey period commenced but these vehicles left during the early part of each weekend day. Many road users (nearly 25 percent) were observed to be stopping, not leaving but waiting in their vehicles (including at school pickup time). These results show that the number of proposed parking offsets nearby to local businesses could be reduced to cater for the business parking demand on Old South Head Road while leaving more unrestricted spaces in Flood Street for use by residents, staff and the community. Occupants of vehicles who park on Old South Head Road and walk out of the survey area, or stop on Old South Head Road to wait, can find other alternatives nearby which don't impact on traffic flow on the state road.

Category	Feedback	Roads and Maritimes' response
		 **Figure 8 - Weekday business parking**

Category	Feedback	Roads and Maritimes' response
		 **Figure 9 - Weekend business parking**
	There is plenty of parking on the side streets. There are already not enough parking spots for residents. Clearways will make it even harder. Local residents are already subject to resident parking area restrictions which involve at maximum two hours parking locally. Local residents will lose visitor parking spaces, especially during weekdays 10am to 4pm and on weekends and public holidays 9am to 6pm. The proposed timed parking in Flood Lane and Flood Street is an inadequate replacement,	We understand that the new and extended clearway hours will change parking conditions in front of properties, which may cause some inconvenience for residents and visitors. However, the primary purpose of state roads such as Old South Head Road is to move people and goods efficiently across Sydney. Any parking currently permitted on public roads 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. The Sydney Clearways Strategy provides for the offset of business parking demand for parking that is removed through the introduction of a clearway. In the June 2018 project update, we suggested three x 1/2P spaces in Flood Lane and eight

Category	Feedback	Roads and Maritimes' response
	and an undue imposition on local residents.	x 2P spaces in Flood Street in addition to the existing P10 space to help customers access businesses on Old South Head Road. We welcomed feedback from the community on these suggestions. We have revised these changes following community feedback and additional investigations in April 2019 to three x 1/2P spaces in Flood Lane and three x 2P spaces in Flood Street These six short term parking spaces will encourage high turnover of spaces near to businesses on Old South Head Road while not changing five unrestricted parking spaces in Flood Street for use by residents, staff and the community. There are currently no resident parking schemes in place on this section of Flood Street. Council operates a resident parking permit scheme to help alleviate parking congestion in busy areas and to give residents who have little or no off-street parking preferential access to the on-street parking resource for Council streets. Any enquiries or suggestions for the scheme should be directed to the Woollahra Municipal Council for their consideration. http://www.waverley.nsw.gov.au/residents/parking/permits
	Consider no changes to the eastbound parking bay in front of 136 Old South Head Road. This is used by motorists to wait for a break in traffic to enter driveways	The existing 1/4P 8am to 10am and 2pm to 4pm from Monday to Friday will be removed as these hours will be covered by the new and extended clearways. No parking signs will be installed at this location. There are no plans to remove the indented bay, which is currently also used as a bus zone. Under NSW Road rules, you must not stop for more than two minutes in a no parking area. .
Enforce-ment	There needs to be more police/parking ranger patrols during the clearway hours enforcing with tow away as well as a fine to clear the road in a more timely manner.	Members of the public can call the Transport Management Centre on 131 700 to report a vehicle parked in a clearway. This means immediate action can be taken to move the vehicle obstructing traffic flow and redistribute traffic across all lanes to ease congestion and improve journey times. As of 1 July 2018, the penalty for stopping in a clearway is $263. Additional fees are also applicable if the vehicle is towed.
Environ-mental impact	The clearways will increase traffic noise and carbon monoxide pollution	The proposal would not generate additional traffic or move trafficable lanes closer to properties. The proposal is intended to contribute to more efficient traffic flow. This 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

Category	Feedback	Roads and Maritimes' response
		rms.nsw.gov.au/aboutenviornment/reducing-noise/noise-abatement-program.html Adverse greenhouse gas impacts, including carbon monoxide are not anticipated from the proposal during operation. The proposal would contribute to improved traffic efficiency, which should reduce the need for motorists to stop and start lowering emissions.
Property value	Limited local parking will decrease land value and rental return in the immediate area	Roads and Maritime does not speculate on property values. The introduction of new and extended clearways does not change the land use, land size or development capacity of properties. We understand that the new and extended clearways hours will change parking conditions in front of properties. However any parking currently permitted on the state road is not specifically allocated to residents or properties. Parking on state roads impacts the primary function of the road. Roads and Maritime change parking restrictions across the state road network to ensure they are meeting its primary purpose.
Community engagement	There was no community feedback or consultation about the proposed changes. The deadline for submissions was very short. The proposal requires more community engagement and the project should be put on hold until this can take place.	As discussed in the 'Engagement approach' section of this report, Roads and Maritime distributed a project update to local communities and key stakeholders as detailed in Table 2 and Appendix A and B. An 'inform' and 'consult' engagement approach was adopted for this project to: • 'Inform' the community, businesses and other stakeholders on the new weekend and extended weekday clearways, as these have been determined based on traffic volumes and travel times; and • 'Consult' on the proposed business parking and to identify other locations where we could install alternative business parking or other options we could implement to manage business parking between Flood Street and Victoria Road. Whilst we adopted an 'inform' process for the clearways, and 'consult' process on the alternative business parking, Roads and Maritime has taken into account all concerns raised to determine the new clearways hours and parking changes. All community members, including residents, were invited to provide comment on the project during the engagement period from 27 June to 21 August 2018 with the original date for close of consultation extended from the end of July.

Out of Scope

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

Table 4 - Feedback received that was out of scope

Category	Feedback	Roads and Maritimes' response
Other clearway nominations	Bondi Road (eastbound), between Council Street to Campbell Parade	Your proposal has been noted and the information you provide, together with traffic data, will help us prioritise the future locations of clearways in Sydney. The Sydney Clearways Strategy has identified over 1000 kilometres of new and extended clearways across Sydney and these are being investigated by Roads and Maritime. For more information about recently installed clearways, ones that are currently under consideration and the Sydney Clearways Strategy please visit rms.nsw.gov.au/clearways
	Old South Head Road, between Onslow Street and Curlewis Street	At this time, there are no plans to introduce clearways on Old South Head Road east of Curlewis Street.
	Victoria Road, between Old South Head Road and Birriga Road	Roads and Maritime manage state roads. Victoria Road is a local road managed by Woollahra Municipal Council. We have forwarded your nomination on to Council for their consideration.
Public transport and bicycle	Encourage using public transport along Old South Head Road. There are many regular bus and train options from the Bondi Junction Interchange.	The NSW Government released the Future Transport 2056 strategy in 2018 with six key outcomes - personal, integrated, accessible, safe, reliable and sustainable transport for the future. Information about transport projects in the short and long term for your area can be found at the Future Transport website. More information about the strategy can be found at future.transport.nsw.gov.au. Waverley Council's People Movement and Places document also recognises Old South Head Road as an important bus corridor. Roads and Maritime expects a clearway will improve the existing congestion and travel times for all road users. When in operation, the clearway provides an additional lane for all traffic, including buses and cyclists. Clearways complement bus priority arrangements and supports improved bus travel times and reliability, when compared with roads where parking is permitted. Clearways may be elevated to transit lanes, bus lanes or bus only lanes/transit ways in the future. However, there is no proposal to do so at this time. The NSW government introduced changes to bus services accessing Bondi Junction in

Category	Feedback	Roads and Maritimes' response
		September 2018. This included more 333 services between Bondi Beach and Circular Quay and changes made to other routes in the east, with improvements to reliability and service frequencies during off peak, evenings and weekends. For more information on these changes please visit www.transportnsw.info
	Bicycle paths instead of clearways in the kerb-side lane.	When in operation, clearways provide an additional lane for all traffic, including cyclists. Waverley Council is working to improve facilities for pedestrians and cyclists along the Old South Head Road corridor. Upgrade works are currently underway between Bon Accord Avenue and Victoria Street. For more information on the project please visit Waverley Council website https://haveyoursay.waverley.nsw.gov.au/upgrade-to-shared-path-along-old-south-head-road
	The traffic signals at the intersection have greatly improved pedestrian safety, further works to improve the footpath and cycleways would be welcomed.	
	Buy some land around the Flood Street intersection and install an indented bus area to load and unload passengers.	The relevant Australian Standard for on-road parking (AS2890.5-1993) provides guidance for widths of parking bays, including loading zones where buses could be expected to park. The minimum width is 2.6m for buses. There is not sufficient width for a new indented bus bay as well as pedestrian facilities near the Flood Street intersection, and would likely require extensive civil works. This would include possible service relocations for Sydney Water, NBN, Telstra, Ausgrid, and Jemena Gas assets which run in the footpath at this location, as well as acquisition of either a portion or an entire existing property. These works would be costly and involve significant disruption to the local community including night works, road closures and closure of pedestrian facilities. Roads and Maritime does not support this proposal at this time.
	Relocate the passenger seat, shelter and timetable to the new bus stop location on Flood Street.	A new shelter has now been installed at the new bus stop location near the Flood Street intersection. The removal of the shelter in the original bus stop location is the responsibility of Waverley Council.
	The bus stop relocation on Flood Street creates a major problem during peak times of buses queuing across the intersection, which prevents left turn vehicles into Flood Street.	This concern has been passed onto the RMS South-east Precinct team to investigate independently of the Clearways investigation, and will continue to be monitored.
	Can the RMS provide justification for how the decision was made to relocate the Flood Street bus stop 50m to the west and the reasoning	The bus stop near the Flood Street intersection was relocated to the departure side of the intersection by the Bus Priority Infrastructure Program (BPIP) team. The relocation was part of a broader project with a focus on bus services between

Category	Feedback	Roads and Maritimes' response
	behind it?	Darlinghurst and Bondi which aims to improve bus service reliability by: • Rationalising bus stop locations to optimise the spacing between bus stops • Lengthening some bus stops to improve access for buses and assist passenger boarding and alighting • Improving bus stop infrastructure at some locations • including changes to bus stop signage • Reducing delays for buses by moving bus stops to the departure side of traffic lights, allowing them to take advantage of the Public Transport Information and Priority System (PTIPS) which extends green time at the traffic signals when a bus is approaching Specifically, the project aimed to improve bus journey time reliability by amalgamating stops within the same corridor, with the Flood Street and Bon Accord Avenue stops amalgamated on the Old South Head Road corridor. Opal system data showed the Bon Accord Avenue stop was underutilised compared to the pre and post stops. The Flood Street stop was also relocated to address safety concerns when left turning traffic turned in front of stopped buses into Flood Street, and to move the stop closer to the signalised crossing point across both Old South Head Road and Flood Street to improve access for pedestrians. More information on this project and the BPIP works can be found at www.rms.nsw.gov.au/projects/easing-sydneys-congestion/bus-priority-program.html
Local Council	The illegal line of double parking on Birriga Road from Flood Street to the Bellevue Hill is forcing vehicles traveling up Birriga Road to break the double yellow lines to join Victoria Road during afternoon pick up times.	Birriga Road is a local council road under the care of Woollahra Municipal Council. We will pass your concern and suggestion for additional parking enforcement onto Council. 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 illegal parking speeding, dangerous driving or unsafe behaviour on the road network to the police.
	Increase enforcement on Birriga Road.	
	Drivers are not adhering to the timed signage at the Bellevue Road shopping prescient and the post office.	Bellevue Road is a local council road under the care of Woollahra Municipal Council. We will pass your concern and suggestion for additional parking enforcement onto Council. 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 illegal parking speeding, dangerous driving or unsafe behaviour on the road network to the police.

Category	Feedback	Roads and Maritimes' response
	There is consistent gridlock to morning traffic on Birriga Road, merging to Victoria Road and Bellevue Road onto Old South Head Road.	Birriga Road, Victoria Road and Bellevue Road are regional roads under the care of Woollahra Municipal Council. We will pass your concern onto Council. We know that many road users are using local and regional roads in the area to avoid congestion on Old South Head Road. Outside of existing clearways times, it is anticipated that the new and extended clearways along Old South Head Road will help to relieve some of the 'rat running' in the area by encouraging through vehicles to use the state road instead.
	Trucks and boats are being stored in the bike lane on O'Sullivan Road, east past Woollahra golf and Rugby grounds making it dangerous for bicyclists.	We have passed this safety concern on to Woollahra Municipal Council for their consideration.
	On a Thursday morning the garbage is collected on Old South Head Road during peak hour before 7am, causing a bank up of traffic all the way back into Syd Einfeld Drive, often half way along this drive. It needs to be done before 5am.	We have passed this suggestion on to Waverley Municipal Council and Woollahra Municipal Council for their consideration.
	Provide additional school buses.	We have passed this suggestion on to the relevant Transport for NSW department for their consideration.
Intersection improve-ments	Add a right-turn arrow on the traffic light when approaching Old South Head Road from O'Sullivan Road.	Providing this right turn with an arrow would decrease the green time available for the through traffic along Old South Head Road. As Old South Head Road is a state road with high traffic volumes, it is prioritised over the side roads. The addition of a right turn phase would result in extended delays along Old South Head Road.
	Extend traffic light time on Old South Head Road near Curlewis Street and O'Sullivan Road intersections.	Traffic signals in NSW are part of the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on current traffic flows. Sensors embedded beneath the road measure the number and density of traffic approaching the lights in each direction and allocate green lights accordingly. The length of time the lights stay green vary in response to changing traffic conditions. More information on SCATS can be found on the Roads and Maritime Services website at www.rms.nsw.gov.au/scats

Category	Feedback	Roads and Maritimes' response
	Extend the hours of the “No right turn” from Old South Head Road (westbound) into Victoria Road (northbound).	Vehicles turning right into Victoria Road from Old South Head Road outside of the existing peak period restrictions (6am to 10am) stop in the right hand lane until it’s safe to turn right across the eastbound traffic flow. In combination with vehicles parked in the kerbside lane, at times this can restrict all westbound traffic causing congestion. The proposed clearways would mean the kerbside lane is available to all road users, including buses, who wish to proceed through the Victoria Road intersection. RMS anticipate that the efficiency of this intersection should improve with the new parking restrictions in place. There are existing 24/7 right turn bans on Banksia Avenue, any additional changes at Victoria Road would further limit access to Bellevue Hill for road users heading west on Old South Head Road. RMS does not support further right turn restrictions at this time. Signalising the right turn movement would have to be at the expense of the existing eastbound movement, with a reduction in green time for eastbound traffic of at least 15-20 seconds required for even a very short right turn arrow. Traffic count investigations at this intersection in August 2017 found that only around 3per cent of vehicles travelling westbound in the afternoon peak turn right at the Victoria Road intersection. Roads and Maritime do not support a right turn signal on Victoria Road at this time, however we will continue to investigate these issues.
	Install a short phase (1-2 vehicles only) green right turn arrow at Victoria Road.	
	Westbound clearways may reduce travel time to Syd Einfeld Drive but the traffic will still in queues generated by the traffic light signals.	The removal of parked cars in the kerbside lane will allow the use of all lanes on Old South Head Road, which should improve the efficiency through the intersections, allowing more vehicles to cross during each traffic signal cycle.
Bus lane	Remove the bus lane on Old South Head Road between Penkivil Street and Flood Street. Old South Head Road needs two lanes consistently for all motorists	Currently we are not proposing any major changes to Bus Infrastructure or prioritisation as part of this project. The 379, X84 and X89 services currently use the 24hour bus lane on Old South Head Road. We know that dwell times at the Flood Street relocated Bus stop are generally short, with most busses spending just 23 seconds at the stop picking up and dropping off passengers. There are 20 services per hour running during morning peak hours with six to ten services per hour the rest of the day. On weekends around six services per hour operate during the day. Several other bus services also use this facility, including school buses, tourists buses and out of service buses.
	If the bus lane started before the Penkivil Street traffic light it would greatly increase the usefulness of the bus lane.	
	The bus lane already forces vehicles to merge into the offside lane and so why not allow them to merge into the nearside lane after the bus	

Category	Feedback	Roads and Maritimes' response
	zone.	Your concerns will be passed to the RMS South-east Precinct team to investigate independently of the Clearway investigation.
	The bus lane only has one bus every 30 minutes, so it would be a much better solution to also carry cars to reduce congestion.	
	The bus lane is the bottle neck in the mornings when there is already a clearway in place.	
	When the parking spots are removed and the clearways extended the bus lane should be removed or only be in operation outside clearways hours.	
	In peak time, buses back up behind each other near Flood Street and impact traffic flow in the kerbside lane.	
Other	The traffic is stopped because the curb side lane is occupied by trucks at building sites.	The Transport Management Centre (TMC) on behalf of Roads and Maritime Services assesses, manages and issues Works Zones and Road Occupancy Licence Applications (ROLAs) for State roads within the Sydney Region. Considerations such as travel times and volume of traffic, alternative options for construction vehicles off the state road, any other safety implications as well as events such as holiday traffic or special event traffic would be taken into account for the assessment of each individual application. Please note that Work Zones and Road Occupancy Licences only allow for short term use of the road and expire at the completion of the works.
	Make both Old South Head Road and Birriga Road one way streets with Old South Head Road one way towards Bondi Junction and Birriga in reverse.	Making both Old South Head Road and Birriga Road to be complementing one-way streets would cause large disruptions during the conversion of these streets from their current two-way arrangements. It would also disrupt residents attempting to access their properties on these streets and ease of access to other eastern suburbs. Additionally, between the Victoria Road intersection and O'Sullivan Road intersection, to take Birriga Road is 300m longer with tighter bends than Old South Head Road, which would increase travel times. Roads and Maritime does not support this proposal at this time.

Category	Feedback	Roads and Maritimes' response
	Why were the new lights installed at Flood Street? Congestion extends to North Bondi as a result of this change.	The Flood Street/Old South Head Road intersection was signalised in mid-2016. These works were undertaken in response to safety concerns, especially for road users turning from Flood Street into Old South Head Road. Seven crashes were reported in the five years to September 2013. Safer pedestrian crossing facilities were also implemented. Signalising intersections has an impact on the flow of traffic. RMS has continued to monitor the intersection since installation, and is now proposing changes to the lane utilisation to improve traffic flow for all road users.
	Bring in a T2 or T3 lane during peak weekday morning and afternoons, as well as Saturday mornings.	Old South Head Road was identified in the Sydney Clearways Strategy for further investigation as a new or extended clearway. As per the strategy, clearways may be elevated to transit lanes, bus lanes or bus only lanes/transit-ways in the future however there is no proposal to do so at this time. We will continue to observe this key transportation corridor to most effectively manage and prioritise the lane allocation.
	I suggest handing out a number of permits to each business so that business staff can park without the risk of receiving a parking ticket.	Old South Head Road is excluded from Council parking permit schemes recognising that its primary purpose as a state road is for moving people and goods across Sydney. Any requests for staff parking permits should be directed to Council. Alternatively, this corridor is well serviced by public transport which may provide an alternative for some staff.

Decision

Roads and Maritime thank everyone who provided comments during the feedback period.

Based on the feedback from the community and businesses in 2018 and additional investigation undertaken in April 2019, Roads and Maritime have decided to proceed with the new and extended clearways with some changes to the alternative business parking proposals

We will also proceed with changes to the Flood Street intersection as outlined in the proposal.

These changes will help to ease congestion on Old South Head Road and improve reliability of journey travel times.

The new clearway hours on Old South Head Road between Syd Einfeld Drive, Bondi Junction and Curlewis Street, Bondi, will be 6am to 7pm on weekdays and 9am to 6pm on weekends and public holidays, in both directions.

Subject to Council approval, we will be implementing changes in local side streets

- Flood Lane between Barnett Lane and Old South Head Road – three ‘1/2P’ parking spaces
- Flood Street, western side, between Barnett Lane and Old South Head Road – three ‘2P’ parking spaces

These changes will mean customers can still easily access businesses from nearby high turnover spaces while not changing 5 unrestricted parking spaces in Flood Street for use by residents, staff and the community.

Roads and Maritime is planning to install the new weekend clearways and extended weekday clearways in the coming months. We will continue to keep the community and stakeholders informed as the project progresses.

Appendices

Appendix A – Project Update June 2018

NSW GOVERNMENT

Traffic improvements on Old South Head Road

Between Syd Einfeld Drive, Bondi Junction and Curlewis Street, Bondi.

Project Update – June 2018

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 extending the existing weekday clearways and introducing new weekend clearways on Old South Head Road between Syd Einfeld Drive, Bondi Junction and Curlewis Street, Bondi. The new and extended clearway hours are shown below and on the map (overleaf).

	Existing clearways	New clearways
Weekdays	6am to 10am Westbound 3pm to 7pm Eastbound	**6am to 7pm (both directions)**
Weekends & Public Holidays	No clearways	**9am to 6pm (both directions)**

There will be no changes to existing parking restrictions on Old South Head Road outside the new clearway hours.

Traffic congestion on Old South Head Road looking westbound approaching Flood Lane

Alternate business parking arrangements

Roads and Maritime investigated business customer parking along Old South Head Road and identified that westbound business parking west of Flood Lane will be impacted by the new clearway hours.

We have undertaken parking studies on this section of Old South Head Road, which identified that up to 12 parking spaces in this area would be removed during clearway hours.

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

We are talking with Waverley Council to identify alternate business customer parking (subject to Council approval) during clearway hours. We are asking for your feedback on the proposed alternate business customer parking arrangements, which could include installing new timed parking in adjacent side streets during clearway hours as follows:

- Flood Lane between Barnett Lane and Old South Head Road – three '1/2P' parking spaces
- Flood Street between Barnett Lane and Old South Head Road – three '2P' parking spaces
- Flood Street south of Orr Street – five '2P' parking spaces.

Parking surveys also identified that there is some availability in surrounding side streets.

The map overleaf shows both the clearways and the proposed alternate business customer parking arrangements. Please send your comments about the alternate business parking to **clearways@rms.nsw.gov.au** or call **1300 706 232** by **30 July 2018**.

Changes to Flood Street intersection

Following the installation of traffic lights at the intersection of Flood Street and Old South Head Road, the citybound bus stop on Old South Head Road was relocated to the departure side of the intersection. This change removed two parking spaces on the western side of Flood Street, to improve the travel time reliability of buses in this area.

Members of the community have raised concerns about congestion on the Old South Head corridor travelling towards the city. To address this, Roads and Maritime has looked at ways to assist traffic flow and reduce congestion.

We are proposing to convert the existing westbound 'left turn only' (buses excepted)' lane, into Flood Street, to a shared left turn and straight through lane (see pullout map below for details). This will allow motorists to use both citybound lanes on Old South Head Road to travel through the intersection. When combined with new clearway hours, which will remove parked vehicles from the kerbside lane, more vehicles will be able to pass through each traffic light cycle. This should improve the efficiency of the intersection and improve travel time and reliability for all road users, including buses. There are no proposed changes, at this time, to the existing westbound bus lane, which prioritises public transport users in the area.

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.

Talk to the clearways project team

On **Thursday 12 July 2018**, the project team will be available to discuss the project at **Oxford Street Mall, Bondi Junction** from **4pm** to **7pm**. We will be located on the mall near the entrance to Bondi Junction Station. We invite you to come and speak to us about the alternate business parking.

As a resident, what does this mean to me?

The new and extended clearway hours will change parking conditions in front of residential and business properties along Old South Head Road, Flood Street, and Flood Lane between 10am and 4pm on weekdays and between 9am and 6pm on weekends. We understand this may cause some inconvenience.

If you currently live on these sections of road, you will need to reconsider where you park during the new clearway hours. If you do not have a driveway, garage or carport on your property, nearby local streets are available for you to park during the clearway hours subject to any Council parking restrictions. Outside the clearway hours, existing parking restrictions will remain in place on Old South Head Road.

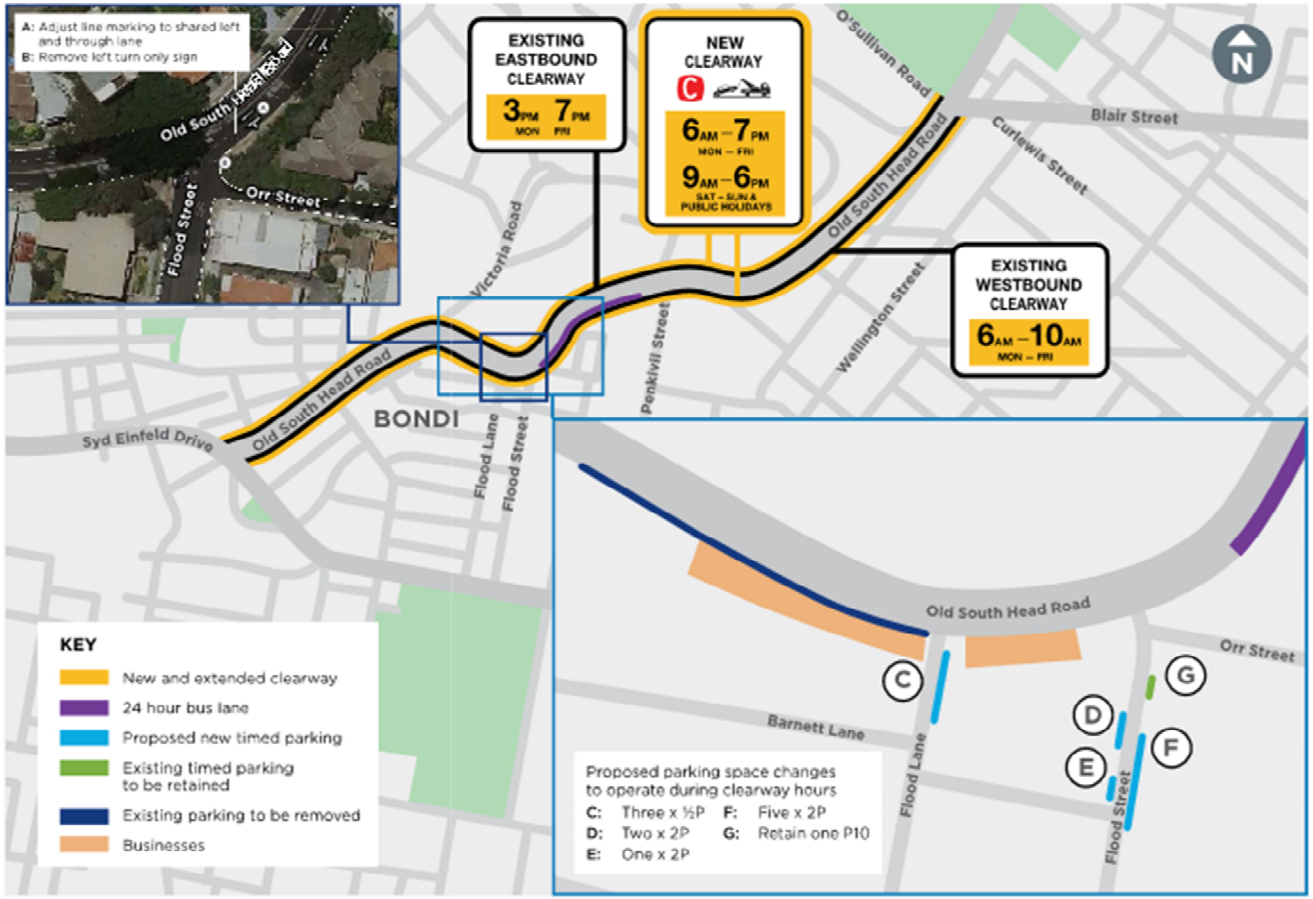
As clearways continue to be rolled out across Sydney, you, your family and friends will experience more efficient, safer, and more reliable journey times. This means less time in the car, and more time doing the things you enjoy.

I shop and visit places on Old South Head Road near Flood Lane, what should I do?

If you currently shop, visit places or work along Old South Head Road near Flood Lane, we understand it is important to be able to park nearby.

We are currently working with Waverley Council to consider additional nearby timed parking for business customers in the local area.

The proposed alternate business customer parking is shown on the map. The map shows both the clearway hours and the proposed alternate parking.



What happens next?

We invite your feedback on the proposed alternate business customer parking arrangements and the intersection changes at Flood Street by **30 July 2018**. Please send your comments to **clearways@rms.nsw.gov.au** or call **1300 706 232**.

We will consider your feedback on the proposed alternate parking arrangements 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 410 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 provide more reliable travel times for road users across the network. For further information please visit our website **rms.nsw.gov.au/clearways**.

Contact us

If you have any questions or would like more information on the Old South Head Road traffic changes please contact our project team:

1300 706 232

clearways@rms.nsw.gov.au

rms.nsw.gov.au/clearways

Clearways Project Team
PO Box 973
Parramatta NSW 2124

131 450

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.

Easing congestion

Improving traffic flow

Traffic on Old South Head Road looking west near Flood Lane

March 2018
RMS 18.741

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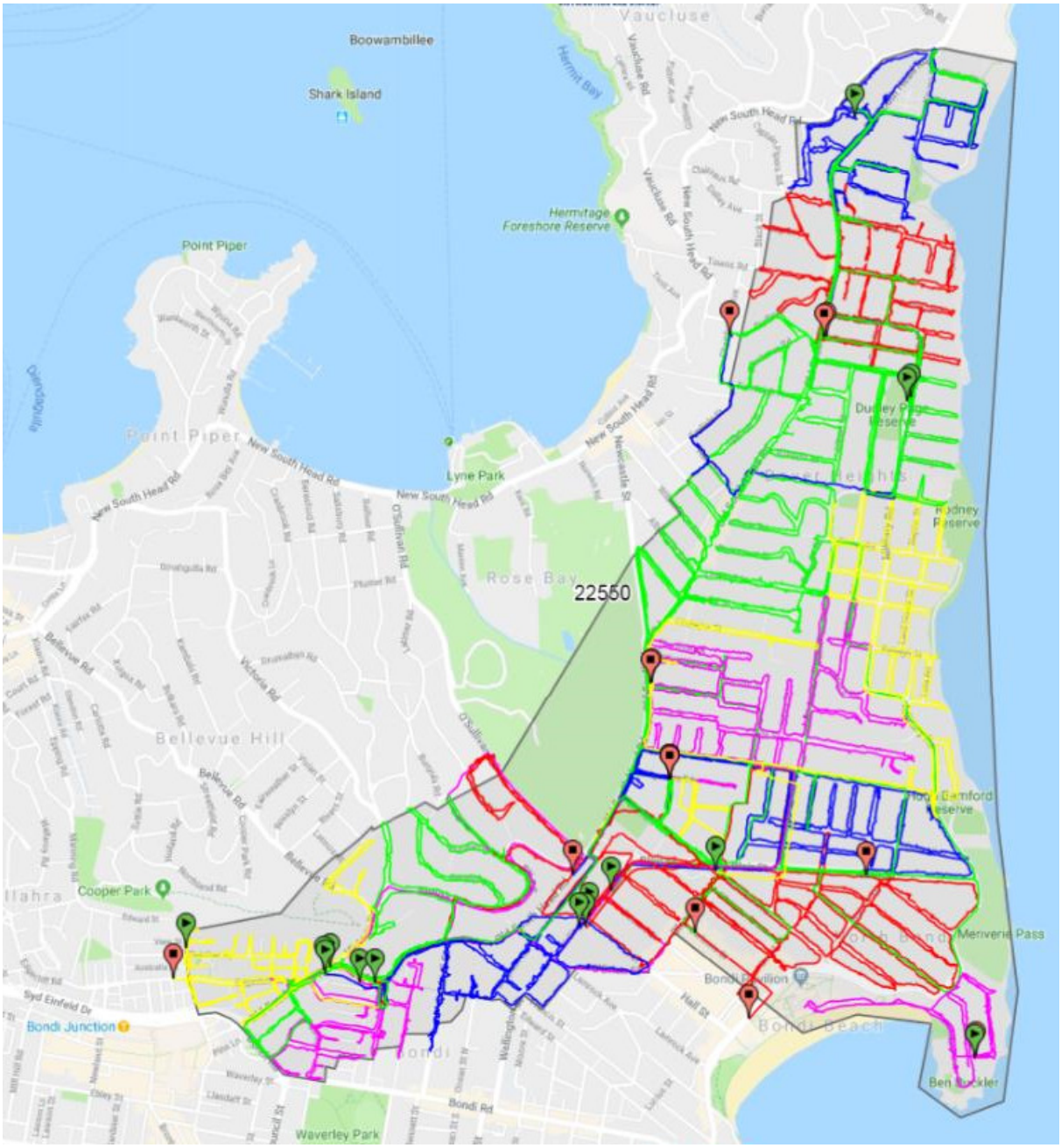
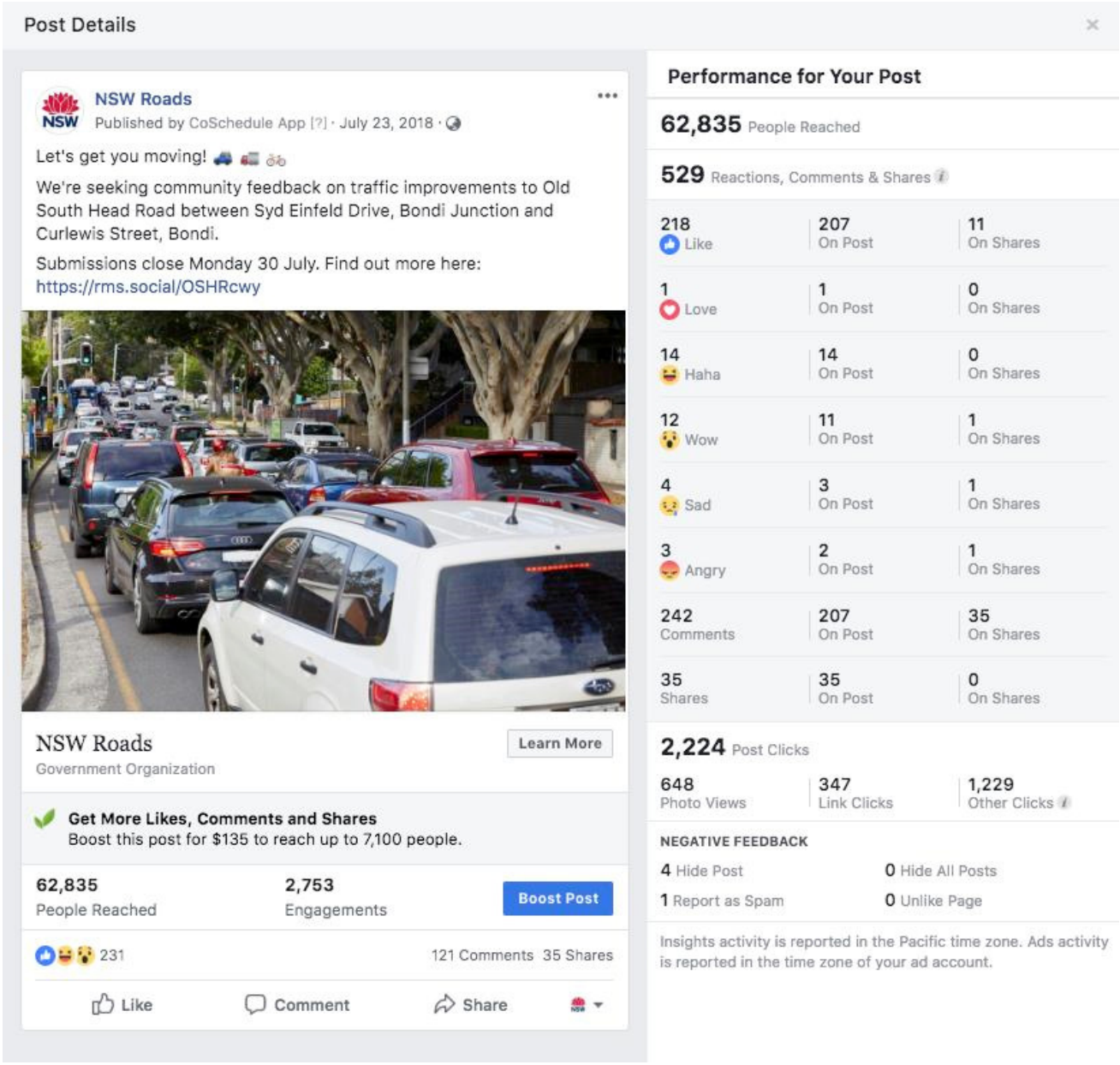
Appendix B – Distribution Area



Appendix C – Social Media Post



Appendix D – Project Update December 2018

NSW GOVERNMENT

Community update for Old South Head Road traffic improvements

Between Syd Einfeld Drive and Curlewis Street

Roads and Maritime Services – December 2018

Congestion on Old South Head Road

The NSW Government is delivering easier, faster and safer travel on Sydney's roads.

In June, Roads and Maritime Services asked the community for feedback on proposed traffic improvements on Old South Head Road, to reduce traffic congestion and westbound delays.

This included a proposal to:

- Extend the existing weekday clearways and introduce new weekend clearways between Syd Einfeld Drive, Bondi Junction and Curlewis Street, Bondi
- Install alternative timed business parking in nearby Flood Street and Flood Lane
- Convert the existing westbound 'left turn only' lane into Flood Street into a 'through and left lane' for all vehicles.

Project update

More than 70 community members including motorists, bus commuters, businesses and residents provided feedback on the clearway proposal, parking changes, Flood Street traffic lights, as well as other traffic and congestion issues in the local area.

We have listened to the local community and will carry out further investigations, particularly into the business parking on Old South Head Road and adjoining side streets.

We will not proceed with the installation of the proposed clearways and traffic improvements, while these investigations are under way.

We will continue to engage with key stakeholders during this investigation process, which is likely to take a number of months.

What happens next?

We will continue to update the community as the proposal progresses.

If you provided feedback during the engagement period, you have been included on the stakeholder list, so we can continue to keep you up to date about this proposal.

If you would like to be on the email distribution list for this proposal, please contact the clearways project team at clearways@rms.nsw.gov.au or 1300 706 232.

We are continuing our evaluation and investigations into the key issues raised. We will prepare and publish an engagement report which provides responses to the key issues raised along with the next steps.

How we talked to you

We used a number of methods to engage with the community:

- We distributed 22,500 letters to residents and businesses that use to Old South Head Road
- We doorknocked impacted businesses
- We held an information session at Oxford Street Mall, Bondi Junction
- We published a social media post to reach motorists and the broader community.

What you said

We received feedback from more than 70 community members.

Some of the feedback included:

- Access to properties
- Loading for businesses
- Parking in the local area
- Prioritisation of public transport
- Suggestions of changes to the wider road network.

Other work in your area

We investigate clearways on State roads to help ease congestion and improve journey reliability.

On Monday 12 November, new and extended clearways were installed on New South Head Road between Waratah Street/McLachlan Avenue, Rushcutters Bay and Bay Street, Double Bay.

The clearway hours apply in both directions from:

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

Site observations have already confirmed a significant improvement in traffic flow, and feedback from road users has been positive with drivers experiencing a noticeable improvement in journey times.

New and extended clearways will increase the reliability of the State road network in Sydney's east. As clearway investigations progress in these areas we will continue to engage with the community on any new projects.

For more information on recently installed clearways see rms.nsw.gov.au/clearways.

Contact us

If you have any questions or would like further information, please contact our project team:

1300 706 232 for project information

clearways@rms.nsw.gov.au

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

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NSW GOVERNMENT

December 2018

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