



## **Clearways Proposal**

### **The Princes Highway from Jennings Road to Heathcote Road, Heathcote**

August 2016

#### **Community Consultation Report**



THIS PAGE LEFT INTENTIONALLY BLANK

## Executive summary

Roads and Maritime Services is proposing to extend the months of operation of the existing clearway on the Princes Highway, between Jennings Road and Heathcote Road, Heathcote. This proposal looks specifically at extending the months of operation of the existing northbound clearway to operate on Sundays and Public Holidays between 3pm and 7pm, year round.

The proposal is part of the Sydney Clearways Strategy which aims to reduce congestion on Sydney's roads. The Strategy outlines how to get more from Sydney's roads by introducing new or extended clearways on roads that don't perform to expectations.

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

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

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

Roads and Maritime invited community and stakeholder feedback on the proposal from late May to early June 2016.

We distributed 500 letters in the local area inviting feedback, carried out a door knock of businesses and local residents, and held three meetings with potentially affected businesses.

We would like to thank everyone who took the time to consider our proposal and provide feedback. We received comments from **29** people and businesses. **Six** supported the proposal, **three** were neutral, and **20** were opposed to the proposal. Key matters raised included congestion, alternative business parking, impacts to businesses and safety.

## The decision

Roads and Maritime would like to take this opportunity to thank everyone who provided comments on this proposal and to the community and stakeholders for considering the project.

Roads and Maritime considered feedback and decided to proceed with the proposal.

Following a review of the matters raised, we have decided to install parking signs to help direct motorists to existing side street parking. These signs will be installed before both Oliver Street and Veno Street.

We will keep the community and stakeholders updated on the clearway installation timeframes.

## Contents

Executive summary .....	3
1. Introduction .....	5
1.1. Background.....	5
1.2. The proposal.....	5
2. Consultation approach .....	8
2.1. Consultation objectives .....	8
2.2. How consultation was done.....	8
3. Consultation summary.....	9
3.1. Overview.....	9
3.2. Recommendations .....	19
3.3. Next steps.....	19
4. Appendix.....	19
4.1. Appendix A – Letter to the local community and key stakeholders.....	20
4.2. Appendix B – Letterbox distribution area .....	24

# 1. Introduction

## 1.1. Background

On 1 December 2013, the NSW Government announced the Sydney Clearways Strategy as one of its key initiatives to reduce congestion on Sydney's roads. This Strategy outlines how to get more from Sydney's roads now – by introducing new or extended clearways on roads 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.

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

It also sets out a process for engaging with local communities and councils 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 105km of new and extended weekend and weekday clearways across the Sydney road network under the clearways strategy.

In March 2011, Roads and Maritime installed a northbound clearway on the Princes Highway, between Jennings Road and Heathcote Road, Heathcote. The clearway currently operates on Sundays and Public Holidays from 3pm to 7pm, for 7 months of the year, between October and April only. The clearway was installed to help ease congestion and queuing on the Princes Highway northbound between Waterfall and Heathcote.

## 1.2. The proposal

The Princes Highway is an important arterial road in Sydney that connects the south with Sutherland and the Sydney CBD. It is a valuable freight corridor that provides access to major roads including the M5 South Western Motorway, President Avenue, King Georges Road and Heathcote Road.

In March 2011, Roads and Maritime installed the northbound clearway on the Princes Highway between Jennings Road and Heathcote Road that operates on Sundays and Public Holidays from 3pm to 7pm, between October and April only.

This proposal looks specifically at extending the months of operation of the existing northbound clearway to operate on Sundays and Public Holidays between 3pm and 7pm, all year round.

The proposal would remove 23 business parking spaces and a loading zone for 4 hours a week on Sunday afternoons on the Princes Highway, Heathcote for an additional 5 months of the year.

Studies of current parking demand and alternative parking options undertaken during the existing clearway conditions found sufficient alternative parking is available in nearby side streets.

Figure 1 – Clearway proposal for the Princes Highway from Jennings Road to Heathcote Road, Heathcote





## 2. Consultation approach

### 2.1. Consultation objectives

Roads and Maritime consult to understand the concerns and needs of the community, so that this feedback can be considered in deciding the final clearway solution.

Consultation allows Roads and Maritime to:

- Build rapport with local businesses operators and residents and incorporate their knowledge and expectations to inform the project
- Seek community feedback on Roads and Maritime's proposal
- Advise directly affected stakeholders of the proposal
- Advise the community about how they could obtain further information and communicate feedback.

### 2.2. How consultation was done

Consultation was open from Monday 23 May to Monday 6 June 2016. The community and stakeholders were encouraged to provide their comments via mail, email, phone or in person.

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

Stakeholder Meetings / Communication	<ul style="list-style-type: none"><li>• Meeting with Sutherland Shire Council (Thursday 7 July).</li><li>• Phone call and email to the Member for Heathcote Mr. Lee Evans (Friday 20 June).</li></ul>
Door knock	<ul style="list-style-type: none"><li>• 23 businesses near existing parking on the Princes Highway to discuss the proposal on 23 May.</li><li>• Approximately 82 residences along the Princes Highway to discuss the proposal on 23 May.</li></ul>
Local media Newspaper advertisements (Appendix C)	<ul style="list-style-type: none"><li>• <i>The St George and Sutherland Shire Leader</i> on Wednesday 25 May and Wednesday 1 June.</li></ul>
Community update newsletter (Appendix A)	<ul style="list-style-type: none"><li>• Delivered to residents and businesses in Heathcote (see map in Appendix B) on Monday 23 May 2016.</li><li>• Direct mail to emergency services, schools, large businesses, religious centers, community groups and other key stakeholders in the local area.</li></ul>
Webpage	<ul style="list-style-type: none"><li>• Project webpage was updated 23 May 2016 with latest project information including the community update.</li><li>• Project webpage was updated 6 June 2016 with latest project information including the next steps in the consultation process.</li></ul>

### 3. Consultation summary

#### 3.1. Overview

##### Feedback Summary and Roads and Maritime Response

<i>Issue category</i>	<i>Number of submissions</i>	<i>Issues raised</i>	<i>Roads and Maritime response</i>
Support for the proposal	6 comments	Support need for clearway to improve traffic flow	Thank you for your comments on our proposal, we acknowledge your support.
Need for the proposal	1 comment	There shouldn't be a clearway in Heathcote as the speed limit is 60km/h and it is not considered part of the Highway.	<p>Under the Sydney's Clearway Strategy, a clearway is considered for investigation on any state road if it meets the traffic volume and congestion criteria as set out in the Sydney Clearways Strategy.</p> <p>The Princes Highway, including the section that runs through Heathcote, is part of a strategic freight transport corridor and is a vital highway link for connecting the south to Sydney and the CBD. The current speed limit on this section of the Princes Highway does not negate this.</p> <p>During Sunday afternoon peaks it experiences significant traffic volume (greater than 800 vehicles per lane per hour), causing congestion and reduced travel speeds.</p> <p>Roads and Maritime believe that the summer clearway introduced in March 2011 has reduced congestion through Heathcote for the 7 months it operates, and a similar benefit is expected for the rest of the year.</p>

	4 comments	Other sections of the Princes Highway are two lanes, so it makes little difference to motorists to maintain it as a two-lane highway through Heathcote.	<p>This proposal aims to reduce congestion specifically on the Princes Highway at Heathcote.</p> <p>When vehicles are parked in the kerbside lane, only two lanes are available to traffic. By removing the parking, there will be three lanes available, which is expected to reduce congestion through the signalised intersection with Oliver Street.</p> <p>Currently, road users are also forced to merge from the kerbside lane which can create significant delays and queues.</p> <p>In February 2015, the NSW Government committed \$300 million to address critical pinch points along the A1, A3 and A6 routes south of the M5 Motorway, including on the Princes Highway. In addition to the Sydney Clearway Strategy, the program focuses on short to medium term solutions to improve travel time and reliability for general traffic as well as buses and freight.</p>
	2 comments	The operating times and days will eventually grow as the traffic coming from the south increases.	<p>There are no plans for further extensions of the operating hours and days of this clearway at this time.</p> <p>Roads and Maritime continually monitors the road network and looks for ways to maximise existing road space when required. Further changes to the clearway may be considered in the future, pending changes to current traffic conditions and volumes.</p>
	2 comments	A letter from the Minister was sent out in 2012 stating that there were no plans for a clearway along the Princes Highway, Heathcote	<p>The provided letter stated that there were “no current plans for a clearway to be implemented at this location”, and was signed March 13 2012.</p> <p>On 1 December 2013, the NSW Government announced the Sydney Clearways Strategy, which outlined their approach to provide greater capacity and travel benefits for customers, particularly on congested corridors where on-street parking obstructs the efficient performance of the whole corridor by installing new and extended clearways.</p> <p>The Princes Highway, Heathcote was identified for investigation in this strategy.</p>

Consultation	1 comment	The consultation process is not genuine.	<p>During the consultation period for this proposal, Roads and Maritime used a number of methods to consult with the community and stakeholders:</p> <ul style="list-style-type: none"> <li>• We distributed over 500 community updates to residents and businesses in the local area</li> <li>• Community updates were sent to key stakeholders including councils, members of parliament, emergency services, utilities, businesses, education facilities and community groups</li> <li>• Two advertisements were placed in the local newspaper</li> <li>• Over 100 residents and businesses were door knocked</li> <li>• A media release was issued.</li> </ul> <p>Roads and Maritime consults to understand the concerns and needs of the community, so that this feedback can be considered in the final clearway solution, in addition to the data collected and surveyed for this location.</p>
	2 comments	Local residents were not adequately informed about the consultation period.	
Congestion	1 comment	When the summer clearway is in operation, tow-trucks block two lanes of traffic when they are towing vehicles.	<p>The Traffic Management Centre is responsible for towing vehicles from a clearway. Any vehicle found stationary or parked at the kerbside on a road that is a clearway during the hours of operation may be towed away, usually to a nearby side street, and fined. This ensures that obstructing vehicles are quickly cleared to keep traffic moving smoothly.</p> <p>If the towing vehicle is causing additional issues or hazards road customers can report them 24 hours a day by calling the Incident Reporting Line on 131 700.</p>
	1 comment	One cyclist in the inside lane would compromise the benefits of the proposed clearway.	

	1 comment	Congestion in the months of October – April is not the same as in May – September.	<p>Roads and Maritime have a range of sources including permanent traffic counters, travel time surveys and traffic light data which is used to assess the potential benefits of extended clearways on this road.</p> <p>The data indicates that Sunday peaks at around 4pm are the busiest time of the week when travelling north through Heathcote, and that the volume is relatively consistent throughout the year, at around 2400 vehicles per hour.</p> <p>This volume of traffic is high, and justifies a clearway throughout the year, to deliver travel time savings and reduced congestion in winter, as well as in summer.</p>
Traffic Lights	4 comments	The lights at Oliver Street cause additional congestion that will not be reduced with the introduction of the clearway.	The traffic lights on the Princes Highway are linked to Sydney Coordinated Adaptive Traffic System (SCATS). SCATS is a traffic management system that synchronises nearby traffic signals to optimise traffic flow across the road network.
	1 comment	There are issues with the phasing of lights at the intersection of the Princes Highway and Heathcote Road.	<p>A review of phasing of the lights was last carried out when the pedestrian bridge across the Princes Highway, in Heathcote was installed. Roads and Maritime reviews the timing of the phases for all traffic lights to ensure traffic is managed.</p> <p>Further, the availability of an additional traffic lane on the Princes Highway through the traffic lights at Oliver Street will provide additional capacity to reduce delays.</p>
Signage	1 comment	The clearway is not well signposted and as a result, many road users don't know it is a clearway.	<p>Roads and Maritime will install new signage as per Roads and Maritime guidelines and Australian standards.</p> <p>Roads and Maritime staff will be on site for the first two weeks of operation, to assist and educate motorists of any newly installed clearways. Variable message signs will also be used to notify motorists of the clearway conditions.</p>
	1 comment	Signage should be provided to warn oncoming drivers of cars exiting driveways.	Signage for cars exiting driveways is warranted when there is limited sight distance to the access point. The sight distance along the Princes Highway is considered to be acceptable.
Loss of business parking	2 comments	Parking availability will reduce upon the completion of nearby residential developments.	It is the responsibility of local council to determine off-street parking requirements for new developments. This requirement is assessed during the Development Application stage using council's planning controls.

	1 comment	<p>Many of the residents with properties fronting the Princes Highway do not have sufficient off street parking.</p> <p>As a result, neighbors park their cars on the nature strip, obscuring vision for residents leaving driveways and gauging the oncoming traffic.</p>	<p>The NSW Police are responsible for the enforcement of road rules including parking on the footpath. This road rule can also be enforced by local council rangers.</p> <p>As parking on footpaths poses a danger for pedestrians and road users exiting driveways and side streets, we have referred this request to the relevant authorities for additional enforcement in this area.</p>
	6 comments	There is not sufficient parking in the side streets to make up for the loss of 23 business parking spaces.	Any clearways proposal must ensure a balance between local business parking needs and traffic flow for road users. In order to balance these needs, where parking is removed to introduce a clearway, existing parking demands can be managed by ensuring alternative business parking is available nearby.
	5 comments	The clearway will affect access to the shops, especially for elderly people. The clearway will make it more difficult for people to park.	An independent parking study carried out in late 2015 found the demand for parking on the Princes Highway could be accommodated in side streets with no changes to current parking restrictions.
	14 comments	The clearway will cause a loss of business parking, which will translate to a loss in business revenue, and will have a wider impact on the community.	<p>The study found that there are 60 available parking spots in nearby side streets, excluding the IGA and other private car parks. The study also found that there were never fewer than 19 available parks in the side streets, with the busiest period being 10am on Saturday. During the proposed clearway hours on Sunday afternoons, there were at least 35 parking spots available in the adjacent side streets.</p> <p>We have limited the clearway hours on Sunday afternoons to operate only in the times where there are peak traffic volumes, in order to balance the needs of both local businesses and road users.</p> <p>Business owners will need to manage customer parking as they currently do when the clearway is in operation for the 7 months between October and April.</p> <p>Following a review of the matters raised, we have decided to install parking signs to help direct motorists to existing side street</p>

			parking. These signs will be installed before both Oliver Street and Veno Street.
Safety	2 comments	Extending the clearway will cause safety issues for the local community.	Clearways and parking restrictions help enhance the visibility of intersections and other traffic.  Vehicles parked in the kerbside lane may increase the likelihood of crashes. Parked vehicles may themselves become obstacles, or may prevent drivers from changing lanes to avoid obstacles, such as vehicles waiting to turn. This may cause drivers to brake heavily leading to rear end or sideswipe crashes.
	3 comments	Re-joining northbound traffic on the Princes Highway from the western side is both difficult and dangerous.	For local residents, the proposed clearway on the Princes Highway would make little change to existing driveway access conditions.  Further, the traffic lights at Oliver Street provide safer alternative access to and from the Princes Highway for commuters.
	1 comment	There is no safe access for cyclists through Heathcote, Engadine and Yarrowarrah along the highway.	Cyclists are able to ride on any road, including the Princes Highway through Heathcote, by using a traffic lane. We are proposing an extension to the clearway operation to ensure traffic lanes are available to motorists and cyclists, when demand is highest.  The NSW Government understands the health benefits of cycling and is encouraging people to lead an active lifestyle. Since 2011, the NSW Government has invested historic levels of funding into building cycleways and pedestrian infrastructure.  It recently committed \$80 million in the Budget to get more cycling projects off the ground. This is on top of \$39 million announced in April for new cycling and walking upgrades across the state.  We have referred your suggestion to Sutherland Shire Council for further consideration. If you require further information, we suggest that you contact your local council.

	3 comments	Congestion to southbound traffic is caused when vehicles attempt to cross the highway to gain entry to streets adjacent to the Princes Highway on the western side. This is a safety issue.	This is considered outside the scope of this proposal, as Roads and Maritime are proposing to extend the northbound clearway. This issue has been referred to the appropriate section of Roads and Maritime for further investigation.
Speeding	5 comments	There is an issue with speeding along the Princes Highway, Heathcote. The speed limit is not adequately enforced to ensure the safety of local residents and pedestrians. The clearway exacerbates the issue.	The NSW Police are responsible for the enforcement of the road rules, including speeding. The NSW Police conduct regular enforcement of the speed limits on the Princes Highway.
	1 comment	The speed limit should be kept to 60 km/h right up to the traffic lights at Heathcote Road.	The speed limit on the Princes Highway through to Heathcote Road is considered appropriate at this time and is in accordance with the NSW Speed Zoning Guidelines.
Pedestrian Bridge	1 comment	The pedestrian Bridge did nothing to reduce congestion.	Roads and Maritime built the pedestrian bridge in Heathcote to improve safety for pedestrians crossing the Princes Highway at Heathcote and to improve traffic flow by reducing motorists stopping time caused by the traffic light controlled pedestrian crossing.  Pedestrian bridges are installed in locations following an assessment in accordance with the Transport for NSW Active Transport Program and Sydney's Walking Future. The assessment considers: <ul style="list-style-type: none"> <li>• Existing pedestrian infrastructure</li> <li>• Pedestrian crossing demand and waiting times</li> <li>• Pedestrian safety and crash history</li> <li>• Vehicle volumes</li> <li>• Land use</li> <li>• Alternate options</li> <li>• Bridge feasibility</li> <li>• Other proposals and prioritisation.</li> </ul> As a result of the installation of the pedestrian bridge, both pedestrian safety has been improved, and more vehicles can travel through the intersection every hour.
	4 comments	The pedestrian bridge was built to reduce traffic congestion, so why does the clearway need to be extended?	

			<p>An assessment of traffic flow and volumes on the Princes Highway at Heathcote was carried out and identified a further need to reduce congestion on the Princes Highway, Heathcote for 4 hours a week on Sunday afternoons, under the criteria outlined in the Sydney Clearways Strategy.</p> <p>This assessment was undertaken following the opening of the pedestrian bridge in Heathcote.</p>
Outside of Scope	1 comment	The Princes Highway should decrease to two lanes of traffic each way as it approaches Sydney. This is the best long term solution.	Three lanes are required in order to provide an adequate facility for road users at key times and as such, the existing and proposed extension of the clearway on the Princes Highway, Heathcote is required to manage these traffic volumes as efficiently as possible.
	1 comment	<p>An additional lane for parking on the northbound carriageway should be installed.</p> <p>Widening the road on the eastern side for the length of the shops would achieve this.</p>	<p>This is considered outside the scope of this project. Clearways are a low cost, high impact solution to help reduce congestion. An additional lane on the northbound carriageway would require significant property acquisition.</p> <p>As outlined in the Sydney Clearways Strategy, when parking is removed from a major road to extend a clearway, a similar quantity of alternative parking, based on demand should first be identified.</p> <p>An independent parking study carried out in 2015 found the demand for parking on the Princes Highway could be accommodated in adjacent side streets with no changes to current parking restrictions.</p> <p>The study found that there are 60 available parking spots in nearby side streets, excluding the IGA and other private car parks. The study also found that there were at least 19 available parks in the side streets, with the busiest period being 10am on Saturday. During the proposed clearway hours on Sunday afternoons, there at least 35 parking spots available.</p> <p>The provision of new additional parking is not considered necessary in this case.</p>

	1 comment	An additional entry to the railway station from Oliver Street should also be added so that residents on the western side of Heathcote have safe vehicle access.	<p>This is considered outside the scope of this project. This proposal is to reduce congestion on the Princes Highway at Heathcote.</p> <p>Transport for NSW is currently undertaking work at Heathcote train station as part of the Transport Access Program (TAP).</p> <p>The TAP is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure, and integrated transport infrastructure.</p> <p>For more information on the work that is currently happening at Heathcote train station, please visit the Transport for NSW website: <a href="http://www.transport.nsw.gov.au/projects-tap/current-works/heathcote">http://www.transport.nsw.gov.au/projects-tap/current-works/heathcote</a></p>
	1 comment	Average speed cameras should be installed in Heathcote to counter speeding along the Princes Highway.	<p>The NSW Police are responsible for the enforcement of the road rules, including speeding. The NSW Police conduct regular enforcement of the speed limits on the Princes Highway.</p> <p>An initiative of the NSW Speed Camera Strategy is to allow NSW residents to nominate locations for speed camera enforcement.</p> <p>Roads and Maritime recommends visiting the website: <a href="https://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx">https://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx</a> to formally nominate this location as a potential site for a NSW Speed Camera. The information you provide, together with crash data and other road safety information will help to prioritise future locations for speed cameras in NSW.</p>
	3 comments	A bypass of Heathcote is a better solution to reduce congestion than the extension of a clearway.	This is considered outside the scope of this proposal. The extension of the clearway on the Princes Highway is a low cost and high impact solution to reduce congestion on Sundays and Public Holidays, when traffic demand is highest.

	1 comment	Public transport should be made cheaper and more convenient so that more people are encouraged to use it instead of driving.	<p>This proposal is about reducing congestion on the Princes Highway in Heathcote.</p> <p>The NSW Government's NSW Long Term Transport Master Plan guides the NSW Government's transport funding priorities over the next 20 years, providing the overall framework for how our transport system develops, whether it is the services that are delivered or the infrastructure that underpins them. A copy of the plan is available here: <a href="http://www.transport.nsw.gov.au/sites/default/files/b2b/publications/nsw-transport-masterplan-final.pdf">http://www.transport.nsw.gov.au/sites/default/files/b2b/publications/nsw-transport-masterplan-final.pdf</a></p>
	1 comment	The clearway lane should be enforced at a maximum of 50km/h. A tactile coloured surface could be used to indicate the speed difference.	<p>Speed limits are determined using a number of factors including crash history, road geometry, road environment, road usage, adjacent development, traffic mix, traffic volumes and the number of access points along the route.</p> <p>The 60km/h speed limit on the Princes Highway through Heathcote is considered to be appropriate at this time.</p> <p>Further, Roads and Maritime does not install differential speed limits on the same section of a road, as difference of speed between lanes poses a safety risk.</p> <p>The NSW Police are responsible for the enforcement of the road rules including speeding. The NSW Police conduct regular enforcement of the speed limits on the Princes Highway.</p>
	1 comment	A tunnel should be built from Acacia Avenue, Sutherland, coming out at Miranda Park to intercept traffic from Captain Cook Drive and from Sylvania to intercept Tom Ugly's traffic. This would eliminate the bottleneck in Kirrawee.	<p>This is considered outside the scope of this project.</p> <p>In addition to the Sydney Clearway Strategy, in February 2015, the NSW Government committed \$300 million to address critical pinch points along A1, A3 and A6 routes south of the M5 Motorway including on the Princes Highway. The program focuses on short to medium term solutions to improve travel time and reliability for general traffic as well as buses and freight.</p>

### **3.2. Recommendations**

Roads and Maritime considered feedback and has decided to proceed with the clearway proposal on the Princes Highway northbound between Jennings Road and Heathcote Road, Heathcote.

This proposal looks specifically at extending the months of operation of the existing northbound clearway to operate on Sundays and Public Holidays between 3pm and 7pm, all year round.

The benefits of the proposed clearways include:

- Improvements to traffic flow and travel times
- Reduced congestion and delays.

### **3.3. Next steps**

Roads and Maritime Services will:

- Advise the community and stakeholders of the outcome of the consultation
- Following a review of the matters raised, we have decided to install parking signs on the Princes Highway, Heathcote to help direct motorists to side street parking. These signs will be installed at Oliver Street and Veno Street.
- Implement the proposed clearway.

We will continue to keep the community informed of the project progress.

## **4. Appendix**

Appendix A- Community letter

Appendix B - Letterbox distribution area of community letter

Appendix C - Print advertisement

## 4.1. Appendix A – Letter to the local community and key stakeholders



### **HAVE YOUR SAY**

## **Proposed clearway changes on the Princes Highway between Jennings Road and Heathcote Road, Heathcote**

May 2016

Roads and Maritime Services is seeking feedback by Monday 6 June on a proposal to extend the months of operation of the northbound clearway on the Princes Highway between Jennings Road and Heathcote Road, Heathcote.

The current clearway is in operation on Sundays and public holidays from 3pm to 7pm between October and April. We are proposing to extend this so that the clearway operates Sundays and public holidays from 3pm to 7pm, all year round.



## Alternative parking arrangements

The proposal would impact 26 business parking spaces and a loading zone along the Princes Highway between Oliver Street and Veno Street. Unrestricted parking in front of residential properties would also be impacted.

A study of current parking use and alternative parking options found sufficient alternative business parking is available in nearby side streets and in the existing carparks. It also found that all residential properties potentially impacted by the proposal have driveways or off-street parking.

## Background

While the NSW Government invests in major infrastructure, it's also rolling out immediate measures to reduce congestion and delays on Sydney's roads. We know installing and extending clearways on weekends can help reduce congestion in many areas of Sydney by allowing motorists to use all traffic lanes.

Roads and Maritime understands and appreciates the importance of finding a balance between reducing congestion and the needs of road users, local businesses and people accessing services.

The Princes Highway is an important traffic route connecting the Illawarra Region and the South Coast of NSW with Sydney. This corridor has very large volumes of traffic on Sunday afternoons as motorists travel northbound towards Sydney.

It is recognised as an important freight route and provides access to major roads such as Heathcote Road.

Following community consultation in 2009 and 2010, Roads and Maritime installed a clearway in March 2011 on the Princes Highway between Jennings Road and Heathcote Road. The clearway operates northbound on Sundays and Public Holidays between 3pm and 7pm, October through April.

This section of road currently experiences congestion on Sunday afternoons throughout the year and the proposed extension will help to ease congestion by making sure all traffic lanes are available for motorists.



Northbound congestion on the Princes Highway, Heathcote

## Investigations for new clearways

The Sydney Clearway Strategy has identified the Princes Highway for investigation of extended weekend clearway operating hours. Roads were identified in the strategy for further investigation where:

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

**You can nominate a new clearway at:**  
[saferroadsnsw.com.au/clearways](http://saferroadsnsw.com.au/clearways)

## Have your say

Roads and Maritime welcomes your comments on our proposal by Monday 6 June. You can provide your comments by:

**Calling** 1300 706 232

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

**Writing** to Clearways, Roads and Maritime,  
PO Box 973 Parramatta NSW 2124

## Next steps

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

We will keep you updated as the proposal progresses.

## Contact us

For more information about the project visit [rms.nsw.gov.au](http://rms.nsw.gov.au)



1300 706 232



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



Roads and Maritime Services  
PO Box 973  
Parramatta NSW 2124



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**.



May 2016  
RMS 16.204



Transport  
**Roads & Maritime  
Services**

**Privacy** Roads and Maritime Services is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivering this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise Roads and Maritime will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by Roads and Maritime Central Coast Office at Upper Level, The Pavilion, 29-37 George Street Woy Woy NSW 2256. You have the right to access and correct the information if you believe that it is incorrect.

4.2. Appendix B – Letterbox distribution area



### 4.3. Appendix C – Print advertisement



Transport  
Roads & Maritime  
Services

## Proposed clearway changes on the Princes Highway, Heathcote

Have your say

Roads and Maritime Services is seeking feedback by **Monday 6 June** on a proposal to extend the months of operation of the existing northbound clearway on the Princes Highway, between Jennings Road and Heathcote Road, Heathcote.

The proposal would extend the existing northbound clearway to operate on Sundays and Public Holidays between 3pm and 7pm, all year round.

### Have your say

Roads and Maritime welcomes your comments on our proposal by **Monday 6 June**. You can provide your comments by:

- Calling 1300 706 232
- Emailing [clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au)
- Writing to Clearways,  
Roads and Maritime,  
PO Box 973 Parramatta NSW 2124

Z10821

**For more information call: 1300 706 232,  
email: [clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au) or visit: [rms.nsw.gov.au/projects](http://rms.nsw.gov.au/projects)**

Z10821\_92x129\_v 1 (GC)



[rms.nsw.gov.au/projects](https://rms.nsw.gov.au/projects)



1300 706 232



Clearways,

Roads and Maritime,

PO Box 973 Parramatta NSW 2124

August 2016 RMS16.378  
ISBN: 978-1-925507-69-0