

Wall Park Avenue 'No Stopping' and Bus Zones

Community
Consultation Report

April 2024



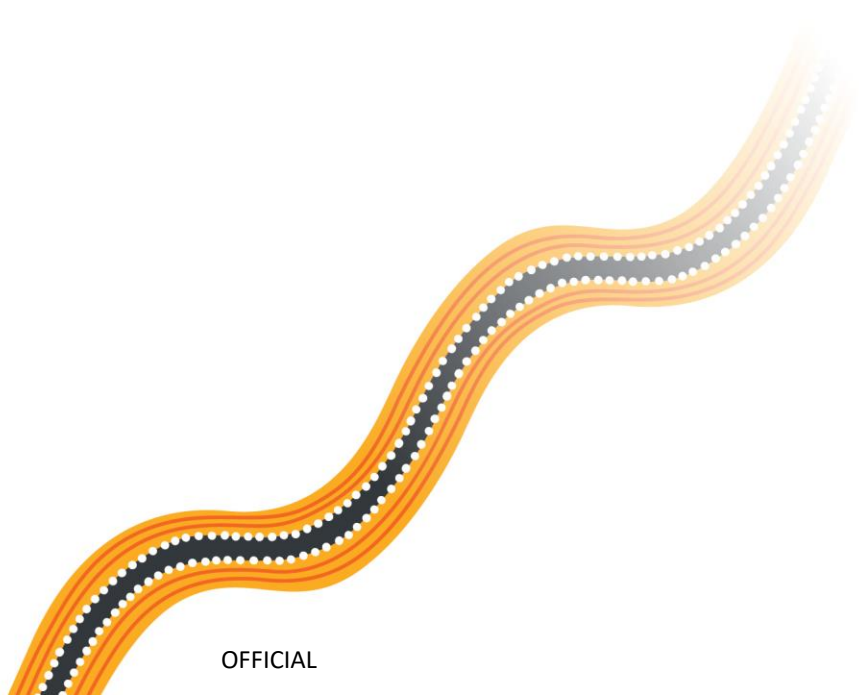
Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.





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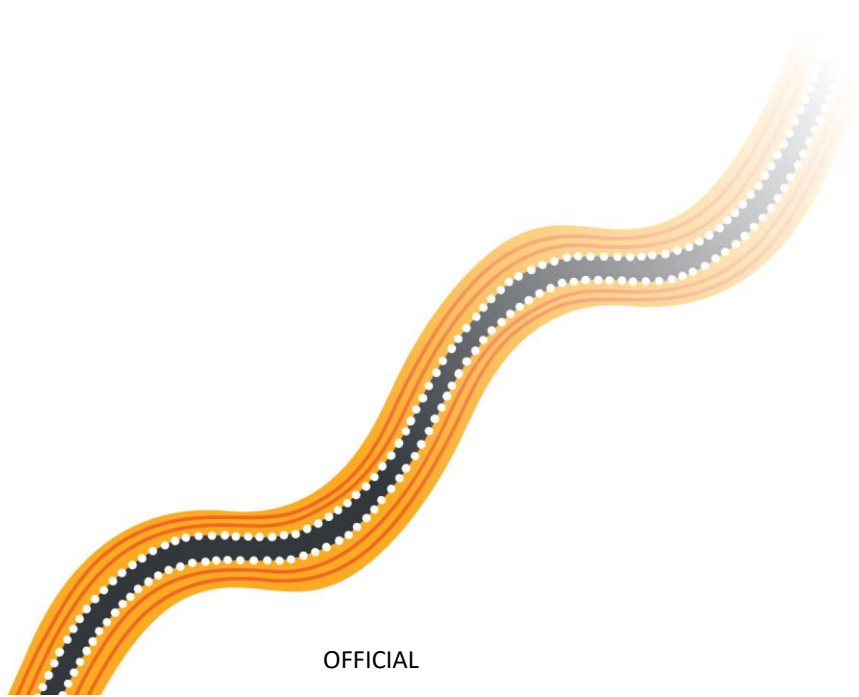
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Document control

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Versions

Version	Amendment notes



1. Executive Summary

This report provides a summary of Transport for NSW's (Transport) consultation with the community and key stakeholders on a proposal to introduce full-time 'No Stopping' restrictions on Wall Park Avenue, Seven Hills between Blacktown Road and Prospect Highway. There have been two 'Have Your Say (HYS)' community consultations for this proposal held – one in December 2018 and May 2023.

This proposal aims to improve road safety, traffic flow and reduce travel times by introducing full-time 'No Stopping' along this road. The proposed 'No Stopping' zone would ensure the kerbside lanes are free from parked vehicles to support reliable and safer journeys.

The proposal also includes formalising the existing bus stops into bus zones. These bus zones would allow buses to safely use the bus stops at all times.

Transport invited feedback on this proposal from May to July 2023. A community notification advising public exhibition of the proposal was sent to 2,700 residents and businesses as part of this community consultation and feedback was received from 42 people.

Key points raised included congestion, road safety and speeding, pedestrian safety, parking, property value and traffic lights.

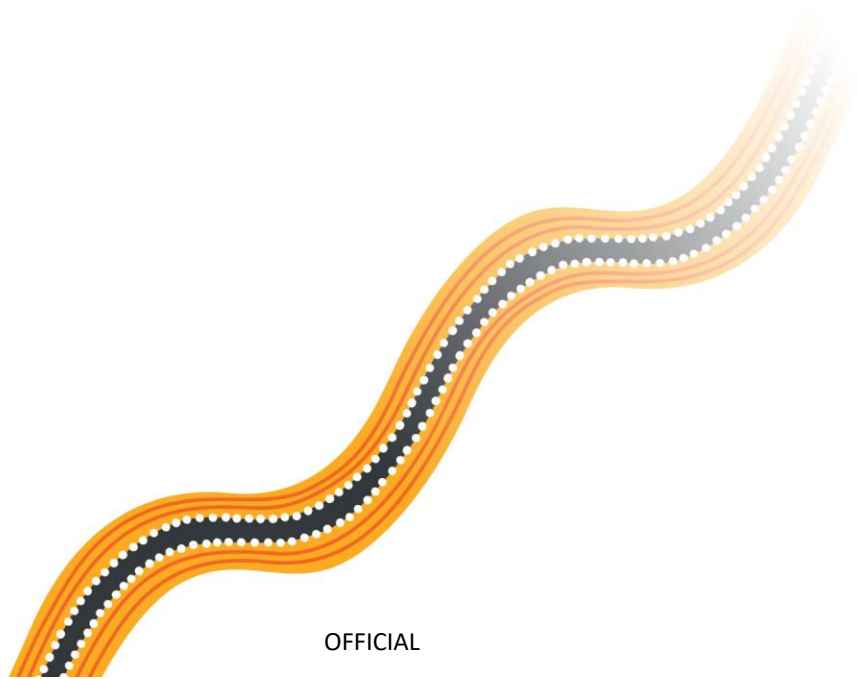
The community also provided feedback on alternative solutions including introducing peak-hour 'No Stopping' zones and reducing the number of bus zones.

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

The decision

After reviewing the feedback received, Transport has decided to go ahead with implementing the proposed full-time 'No Stopping' zone. Works will include removing the existing bus zone and bus stop on Wall Park Avenue near Blacktown Road in response to feedback from the community.

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



2. Purpose of this report

2.1 Background

As part of Transport's ongoing commitment to managing traffic and safety conditions on the road network, it was proposed to install full-time 'No Stopping' zone restrictions along the northern and southern sides on Wall Park Avenue between Blacktown Road and Prospect Highway, Seven Hills.

This proposal is in response to concerns raised by residents and Blacktown City Council about parked vehicles on the northern and southern sides of Wall Park Avenue restricting sight lines for residents exiting their driveways, especially near the existing vertical crest curve along Wall Park Avenue.

The proposal also involves formalising the current bus stops into bus zones by installing bus zone signs at the start and end of the bus zones to increase driver awareness of the bus stop locations along Wall Park Avenue. This will prevent parked cars impacting safe bus operations.

The parking survey and site investigation found that a small number of parked vehicles near a crest between Oldfield Road and Seven Hills Road was impacting road safety and efficiency by forcing motorists in the kerbside lane to react and change lanes to avoid parked vehicles ahead. This has resulted in two reported rear-end, side-swipe type crashes and consequently has increased the risk of these types of crashes within this stretch of Wall Park Avenue.

In addition, parked cars on the kerbside lanes limit the road to two available lanes, both when approaching and departing the traffic lights at Blacktown Road and Seven Hills Road, which impacts traffic flow and increases delays, reducing the effectiveness of the traffic lights.

CDC bus operators are in favour of the proposal to install full-time 'No Stopping' restrictions and remove parking on both sides of Wall Park Avenue between Blacktown Road and Prospect Highway as they operate high frequency bus routes for Blacktown to Macquarie Park along Wall Park Avenue (route 630 and school services).

In December 2018, Transport consulted the community on parking changes on Wall Park Avenue and received feedback on the proposal. During the 2018 consultation, feedback was received from 26 people and organisations, with 15 supporting and 11 not supporting the proposal. The Community Consultation Report was released in April 2019 and is available on Transport's Wall Park Avenue webpage (<https://www.transport.nsw.gov.au/projects/current-projects/wall-park-avenue-seven-hills>). Due to COVID-19 restrictions, the proposed changes could not be implemented.

The project restarted after COVID-19 and a further site investigation and parking survey was undertaken in May 2022.

The proposed full-time 'No Stopping' zone would ensure the kerbside lanes are free from parked vehicles to support reliable and safer journeys.



3. Project overview

Wall Park Avenue is a four-lane two-way road, connecting the arterial roads of Blacktown Road and Prospect Highway. It has a posted speed limit of 60km/h in both directions.

Transport is proposing to improve traffic flow and road safety on Wall Park Avenue between Blacktown Road and Prospect Highway, Seven Hills.

This proposal is aligned with the Bus Priority Infrastructure Program’s (BPIP) objectives in improving the reliability and efficiency of bus services, while easing congestion for all road users.

The proposal includes:

- Installing full-time ‘No Stopping’ zone restrictions along the northern and southern sides on Wall Park Avenue between Blacktown Road and Prospect Highway, Seven Hills
- Formalising the current bus stops into bus zones by installing bus zone signs at the start and end of the bus zones to increase driver awareness of the bus stop locations along Wall Park Avenue
- Removing the existing bus zone on Wall Park Avenue at Burnie Street and bus stop on Wall Park Avenue opposite to Burnie Street.

We have included a map to explain the proposal (Figure 1).



Figure 1 – Proposed improvements along Wall Park Avenue, Seven Hills

4. Consultation approach

4.1 Consultation objectives

We consulted with the community and key stakeholders from May to July 2023 to:

- Seek feedback and suggestions on the proposal for Transport to consider when making a decision.
- Build a database of interested and concerned community members for Transport to continue engaging during the proposal's development and delivery.

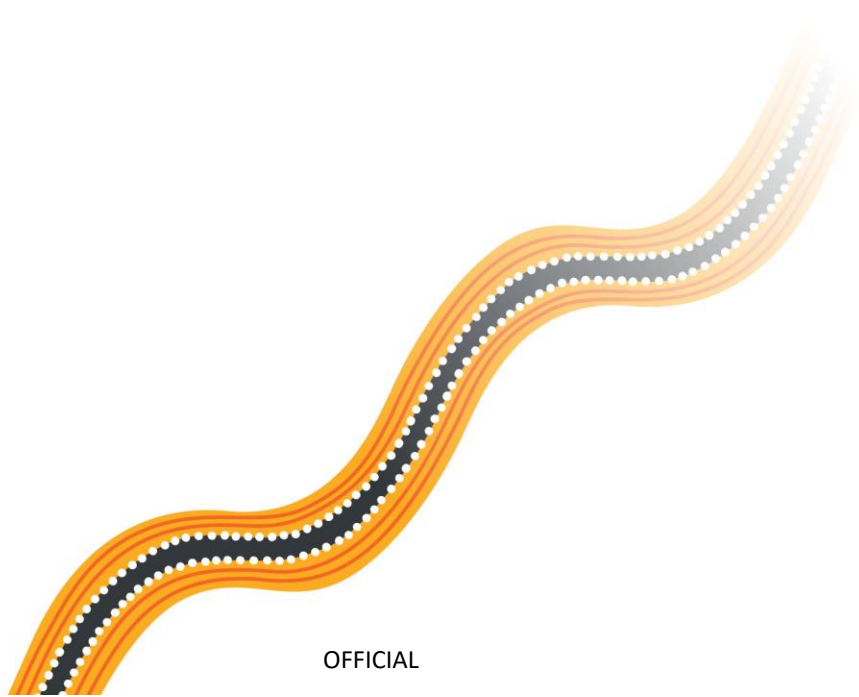
4.2 How consultation was done

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

We distributed 2,700 letters (Appendix A) to residents and businesses in a defined catchment area (Appendix B), inviting feedback on the proposal. Copies were also provided to key stakeholders, including emergency services, schools and universities, large businesses, religious centres and community groups in the local area.

The initial consultation period started on 24 May 2023 and closed on 7 June 2023; however late submissions were received until 28 July 2023 in response to requests from the community.

The project webpage was updated in May 2023 with the latest project information including the consultation notification.



5. What we heard

5.1 Overview

Transport received comments from 42 people raising 15 different matters.

Key issues raised



Figure 2 – Key issues raised during consultation

5.2 Feedback summary and Transport’s response

Transport has provided responses to all feedback received on this proposal. All comments have been considered to help Transport make decisions on this proposal. Transport has also consulted with key stakeholders including CDC bus operators and have considered the feedback received in the decision.

Table 1 – Feedback summary and Transport’s responses.

Category	Matter Raised	Transport’s Response
Alternate suggestions/Projects - 8 comments		
	Suggests ‘Do not queue across intersection’, ‘No parking for trucks’ signs and road markings and ‘No U-Turn’ signs at the right-hand turn bays for vehicles heading west (because eastbound drivers will stop at these to perform a U-turn to get to their house).	<p>It is an offence to queue across an intersection under the Australian Road Rules Regulation 128. The enforcement of traffic laws including motorists speeding or disobeying road rules remains a primary responsibility of the NSW Police Force. If you witness illegal or dangerous driving behaviour, the Quakers Hill Area Command can be contacted on (02) 9838 2199, who will determine whether targeted enforcement activities may be appropriate.</p> <p>Under the NSW road rules, the ‘No U-Turn’ sign shall be used where vehicles are prohibited from</p>

	<p>making a turn to reverse the direction of travel. U-turns are permitted at the right turn bays. However, when making a U-turn, motorists must have a clear view of approaching traffic and start the U-turn from the marked lane nearest to the centre of the road.</p>
<p>Suggests a concrete divider, roundabouts, or U-turn bays at both the eastern and western ends of Wall Park Avenue so residents can safely enter their driveways.</p>	<p>The current proposal will address the existing road safety and traffic efficiency concerns. Drivers are legally able to turn across the double lines to access a driveway or street. The current proposal provides motorists with the option to use the kerbside lane to pass a right turning driver. There are several local street connections to allow turning movements such as Burnie Street, Orana Avenue and Oldfield Road.</p>
<p>Suggests restricting parking to residents only, to restrict parking during peak traffic periods and for restrictions to be lifted on weekends for visitors.</p>	<p>Results from the parking survey show that traffic volumes remain high through the day. Parking data shows very low numbers that park on the road. In addition to increasing the safe operational lengths of two lanes before and after traffic signals and formalising the bus stops, there is a clear need to improve safety around the crest between Oldfield Road and Seven Hills Road, as well as before the school zone and midblock pedestrian traffic lights.</p> <p>A full-time 'No Stopping' zone results in better sight lines for residents exiting their driveways especially near the vertical crest curve, reduced vehicle weaving movements due to parked vehicles and reduces the risk of rear-end and near miss crashes.</p> <p>It is noted that there is existing spare capacity in all adjoining streets to cater for any small additional parking demand from Wall Park Avenue.</p>
<p>Suggests increasing the current size of the 'No Stopping' zones at both ends of Wall Park Avenue by approximately 50m instead.</p>	
<p>Suggests reviewing the sequencing and timing of the traffic lights to investigate the possibility of longer green light times for traffic exiting Wall Park Avenue to improve congestion.</p>	<p>The aim of this proposal is to improve safety, traffic flow and reduce travel times along Wall Park Avenue. Transport has reviewed the timing of the traffic lights at either end of Wall Park Avenue and has found the traffic lights are operating ideally for these intersections.</p> <p>There is a left turn slip lane at the western end of Wall Park Avenue and there are two left turn lanes at the eastern end of Wall Park Avenue. Transport will continue to monitor the intersection operation to ensure efficient conditions for all road users.</p>
<p>Suggests dedicated left-turning lanes at each end of Wall Park Avenue.</p>	
<p>Acknowledges the need for bus zones but questions the necessity of having two bus stops at the north-western end of Wall Park Avenue 190m apart. Suggests establishing appropriate bus zones and consider the removal of the bus stop at 99 Wall Park Avenue.</p>	<p>CDC bus operators are in favour of the proposal to install full-time 'No Stopping' restrictions and remove parking on both sides of Wall Park Avenue between Blacktown Road and Prospect Highway as they operate high frequency bus routes for Blacktown to Macquarie Park along Wall Park Avenue (route 630 and school services).</p>



	CDC bus operators have no objections to the removal of the bus stops on both directions on Wall Park Avenue at Burnie Street. The removal of the existing bus zone will be included in this proposal.
Suggests this proposal to follow the decisions in the 2019 Consultation Report.	The aim of this proposal is to improve safety, traffic flow and reduce travel times along Wall Park Avenue. Based on the recent site investigation and parking survey, Transport believes that the proposed 'No Stopping' zones is the most appropriate option at this time.
Bus stop/Zone - 2 comments	
Supports, noting that at times buses cannot pickup or set down people because of the cars parked full time on the street.	Transport notes this feedback and thanks you for your support. The length of the proposed bus zones is as per Australian standards 1742 11 and meet the requirements set out in Road Rule 2014, (REG195 Stopping at or near a bus stop), to provide sufficient space for buses to enter and exit the bus zone safely.
Requests clarification on the length of the bus zones and suggests it should be the same amount of space as is currently allocated in front of the signage.	
Congestion - 4 comments	
Supports, believes the project is a very good idea to fix the congestion in the area.	Transport notes this feedback and thanks you for your support.
Opposes full-time 'No Stopping', states there is only congestion during school zone and peak hours.	The aim of this proposal is to improve safety, traffic flow and reduce travel times along Wall Park Avenue. Results from the parking survey show that traffic volumes remain high through the day. Parking data shows very low numbers that park on the road. In addition to increasing the safe operational lengths of two lanes before and after traffic signals and formalising the bus stops, there is a clear need to improve safety around the crest between Oldfield Road and Seven Hills Road, as well as before the school zone and midblock pedestrian traffic lights.
Requests for more information about the metrics used to indicate that these restrictions should be explored.	Results from the parking survey show that traffic volumes remain high through the day. Parking data shows very low numbers that park on the road. In addition to increasing the safe operational lengths of two lanes before and after traffic signals and formalising the bus stops, there is a clear need to improve safety around the crest between Oldfield Road and Seven Hills Road.
Opposes, believes that the completion of Blacktown Road Upgrade will bring more traffic to Wall Park Avenue.	You can find more information about work that Transport is doing to improve traffic in this area on the Transport website transport.nsw.gov.au/projects .
Consultation - 2 comments	
Concerns about the consultation process and that the results do not reflect Wall Park Avenue residents. Requests that Transport engage in further discussions with residents.	Community consultation occurred in December 2018 and May 2023. The consultation was held in line with Transport's policy on consultation. The letters seeking feedback were delivered to residents and businesses that either live on or near



Concerns about Transport making decisions based on a five-year-old consultation and that the feedback did not come from residents of the affected zone.	Wall Park Avenue. The consultation did not give preference to any party(ies) and all comments were considered in the decision making. To help culturally and linguistically diverse (CALD) customers, contact details for translating and interpreting services were provided at the back of the flyer.
Crash data and incident reporting - 1 comment	
Assumption that most accidents and incidents has occurred due to the impatience of drivers not permitting residents to turn into their own driveways.	The proposal is aimed at addressing existing road safety and traffic efficiency concerns. There has been two reported rear-end, side-swipe type crashes which has consequently increased the risk of these types of crashes within this stretch of Wall Park Avenue. The current proposal provides motorists with the option to use the kerbside lane to pass a right turning driver.
Driveways/Visibility - 3 comments	
Supports, states difficulties of seeing approaching traffic from their driveway because of the vehicles parked on the road.	Transport notes this feedback and thanks you for your support.
Concerns about speeding cars and visibility when accessing and reversing out of their driveway especially with young children in the back seats, believes the removal of the cars parked on the road will remove the 'buffer' which slows down speeding cars as Wall Park Avenue has blind entry and exit points.	Removal of parked cars on the kerbside lane will improve sight lines for vehicles exiting driveways and vehicles travelling along the kerbside lane. This will reduce the risk of crashes occurring. Vehicles will be able to use all traffic lanes which should improve the efficiency through existing intersections, allowing more vehicles to cross during each traffic signal cycle.
Concerns about managing kids getting in and out of the car as they don't have a gate or garage to keep their cars in.	Transport acknowledges that the existing vertical crest curve reduces sight distance and as such proposes full-time 'No Stopping' signs to improve safety. Cars parked close to driveways can result in limited visibility by blocking the view of approaching vehicles.
Heavy vehicles - 2 comments	
Supports, has concerns about safety as large trucks use the road.	Transport notes this feedback and thanks you for your support.
Concerns about the amount of traffic and trucks using Wall Park Avenue and the increase of noise and pollution over the years.	Transport encourages residents to register concerns with the Noise Abatement Program (NAP). Information about the NAP is available via transport.nsw.gov.au/operations/roads-and-waterways/environment-and-heritage/reducing-road-traffic-noise/noise-abatement .
Home delivery/Visitors - 4 comments	
Concerns that visitors will not be able to find parking and most properties only have one car space meaning visitors, including young children and the elderly, have to park and then walk more than 700m. Side streets are often full and have timed parking. Notes that visitors may resort to parking their cars on the green patches.	Tradespeople, delivery trucks and visitors are encouraged to park within properties wherever possible. If a delivery driver's vehicle is too large to park on your property, the driver will need to park in a local side street and walk to your property. This is similar to all other arterial roads where similar 'No Stopping' restrictions are currently in place.
Concerns that the proposed removal of on-street parking would inflict severe inconvenience upon delivery drivers who carry large and heavy items.	



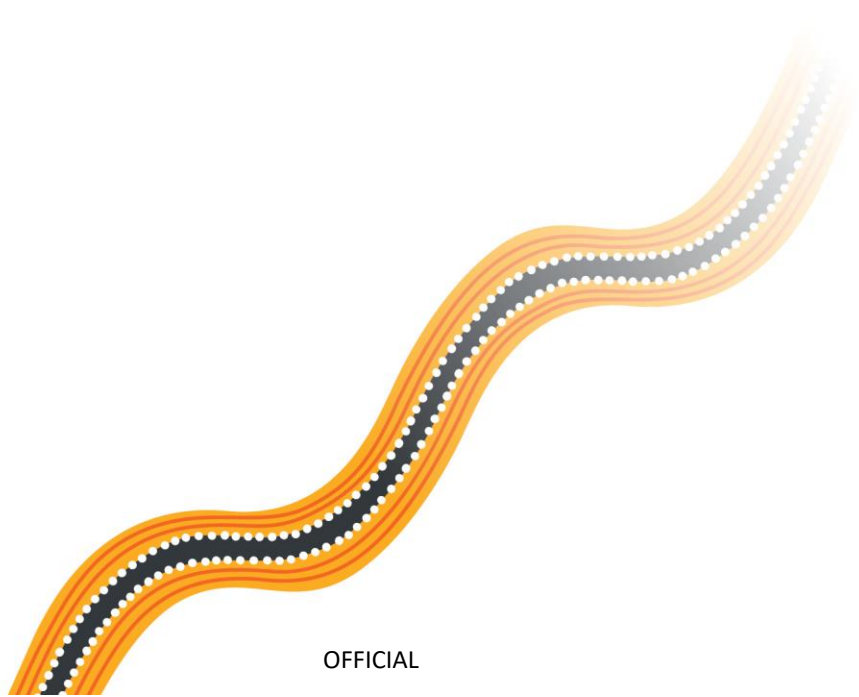
Concerns the lack of parking would make it difficult to hire or seek assistance from tradesmen, impacting the maintenance and repair of their homes.	
Concerns as their elderly mother is dependent on deliveries for groceries, provision of service from her Aged Care Provider, delivery of medications and other essential services. Delivery trucks would not fit in the driveway.	
Housing/Environment -1 comment	
Concerns that property value will decrease if there is no on-street parking. Requests that Transport's consultation process involve an independent property valuer and a discussion of the compensation for residents.	The aim of this proposal is to improve safety, traffic flow and reduce travel times along Wall Park Avenue. Market forces determine property values and factors such as the impact on residents and overall network benefit were considered before recommending full-time 'No Stopping' restrictions.
Local roads -2 comments	
Concerns that the relocation of parked cars into smaller nearby streets could be a problem.	Results from the parking survey show that traffic volumes remain high through the day. Parking data shows very low numbers that park on the road. In addition to increasing the safe operational lengths of two lanes before and after traffic signals and formalising the bus stops, there is a clear need to improve safety around the crest between Oldfield Road and Seven Hills Road, as well as before the school zone and midblock pedestrian traffic lights. There has been two reported rear-end, side-swipe type crashes which has consequently increased the risk of these types of crashes within this stretch of Wall Park Avenue. There is existing spare capacity in all adjoining streets to cater for any small additional parking demand from Wall Park Avenue.
Concerns that the change in traffic flows will make it hard to enter Wall Park Avenue from Burnie Street and turning west (towards Blacktown Hospital, major medical centres or Blacktown Council offices) from Wall Park Avenue will be almost impossible and carry a greater risk by crossing two lanes of traffic rather than one. Questions if there any plans to mitigate this issue?	The proposal would not have an impact on the existing traffic lane arrangement at the intersection of Burnie Street and Wall Park Avenue. The removal of the parking to the right of the intersection would improve sight lines when exiting from Burnie Street.
Project timeline -1 comment	
When might this project start/finish?	Work to install the 'No Stopping' and bus zone signs is expected to be carried out by mid-2024, weather permitting. The community and stakeholders will be kept informed as the project progresses.
Road safety/School zone -2 comments	
Concerns there will be more speeding, careless and reckless driving as well as more parking on side streets which will	The enforcement of traffic laws including motorists speeding or disobeying road rules remains a primary responsibility of the NSW Police Force. If



<p>cause harm to school students, pedestrians, road users and local residents. Believes that cars being parked on the road slows down the flow of traffic, creating a sense of safety.</p>	<p>you witness illegal or dangerous driving behaviour, the Quakers Hill Area Command can be contacted on (02) 9838 2199, who will determine whether targeted enforcement activities may be appropriate.</p>
<p>Supports the proposal as they have concerns about the parked cars, trailers and boats parked semi-permanently on the road as well as parents doing U-turns in Oldfield Road once their child has been picked up or dropped off.</p>	<p>Transport notes this feedback and thanks you for your support.</p>
<p>Speed & red light cameras - 1 comment</p>	
<p>Notes there has been no additional speed cameras as mentioned in the 2019 Consultation Report. Suggests a speed camera near the school and red light camera at the intersection.</p>	<p>Speed camera requests are managed by the NSW Centre for Road Safety, which conducts assessments for eligible sites. Under the NSW Speed Camera Strategy, which details a multi-faceted approach to speed enforcement, education and engineering, motorists are able to nominate speed camera locations by visiting https://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx.</p>
<p>Zoning/Parking - 2 comments</p>	
<p>Concerns that the level of restriction the 'No Stopping' zone will impose on residents is unfair.</p>	<p>Removal of parked cars on the kerbside lane will improve sight lines for vehicles exiting driveways and vehicles travelling along the kerbside lane. Wall Park Avenue is similar to all other arterial roads where similar 'No Stopping' restrictions are currently in place.</p>
<p>Concerns as they have multiple vehicles which cannot be all parked inside their gate and so they need roadside parking and the practicality of managing stacked cars in the driveway as both family members would need to leave if they must take their car out of the driveway.</p>	<p>Results from the parking survey show that traffic volumes remain high through the day. Parking data shows very low numbers that park on the road. In addition to increasing the safe operational lengths of two lanes before and after traffic signals and formalising the bus stops, there is a clear need to improve safety around the crest between Oldfield Road and Seven Hills Road, as well as before the school zone and midblock pedestrian traffic lights.</p> <p>There has been two reported rear-end, side-swipe type crashes which has consequently increased the risk of these types of crashes within this stretch of Wall Park Avenue.</p> <p>There is existing spare capacity in all adjoining streets to cater for any small additional parking demand from Wall Park Avenue.</p>
<p>Future project queries – 3 comments</p>	
<p>Requests an alternative route, linking Prospect Highway and Blacktown Road via Seven Hills Road South, as there are fewer residential properties and lower safety risk to residents. Suggests looking into vehicles parked on the eastern side of Seven Hills Road between Olive Street and the Wall Park Avenue intersection.</p>	<p>Transport will review the existing parking restriction signs between Olive Street and the Wall Park Avenue intersection along Seven Hills Road and make necessary changes where required to make sure the parking restriction signs are clearly displayed to all motorists using the road. You can find more information about work that Transport is doing to improve traffic in this area on the Transport website transport.nsw.gov.au/projects.</p>
<p>Concerns that the turning bay from Dan Murphy's to turn onto Wall Park Avenue is</p>	



<p>not long enough and traffic banks back to Leabons Lane/Bungarribee Road.</p>	
<p>Concerns about the left-turning lanes at the intersection with Prospect Highway as it leads to a constant bottleneck to get over the Seven Hills railway bridge.</p>	
<p>Notes that parking is causing issues on Seven Hills Road South as more people are parking on Seven Hills Road South then walking towards Wall Park Avenue as they can't park on Prospect Highway.</p>	



6. The outcome and next steps

Transport thanks everyone who provided comments and the community and stakeholders for considering the proposal.

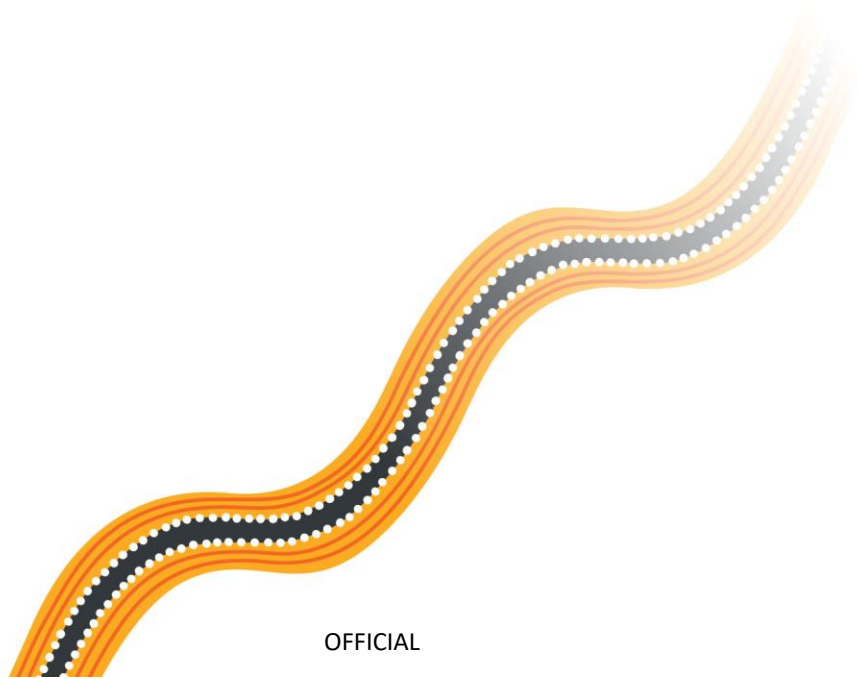
After reviewing the feedback, Transport has decided to proceed with the proposal with minor changes to include the following:

- The removal of the existing bus zone on Wall Park Avenue at Burnie Street and the bus stop on Wall Park Avenue opposite to Burnie Street.

During this consultation we received feedback about our consultation methods. We will consider this feedback for future community consultations, including continuing to monitor community views and collaborating earlier with local council.

6.1 Next steps

Work to install the 'No Stopping' and bus zone signs is expected to be carried out by mid-2024, weather permitting. The community and stakeholders will be kept informed as the project progresses.



7. Appendix

7.1 Appendix A – ‘Have your say’ letter May – June 2023



Transport for NSW

Have your say on the proposed changes to parking along Wall Park Avenue, Seven Hills

24 May - 7 June 2023



Wall Park Avenue

Transport for NSW is proposing changes to on-street parking on the northern and southern side on Wall Park Avenue between Blacktown Road and Prospect Highway, Seven Hills.

Background information

In April 2019, Transport for NSW (Transport) consulted the community on parking changes at Wall Park Avenue. Due to COVID-19 restrictions, the proposed changes could not be implemented. Transport is now restarting the project and recently carried out a parking survey and site investigations for Wall Park Avenue.

Using this information Transport has included further improvements and would now like to invite the community to comment on the revised proposal.

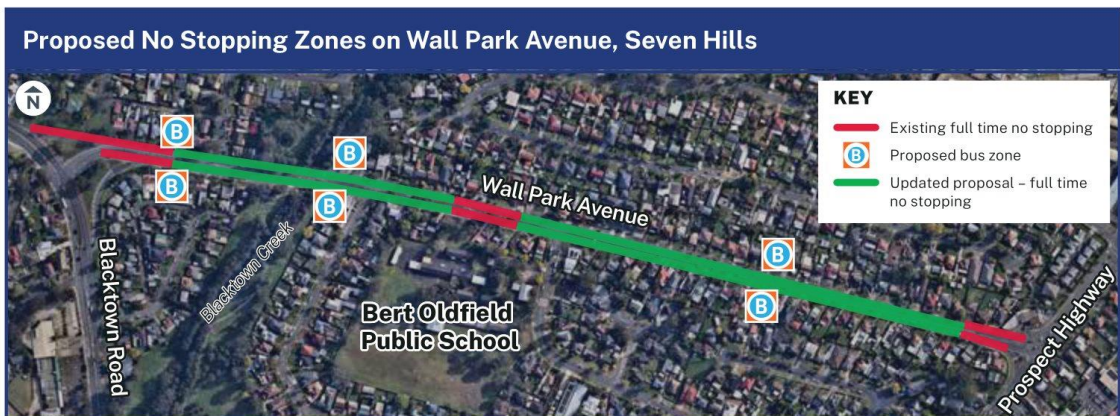
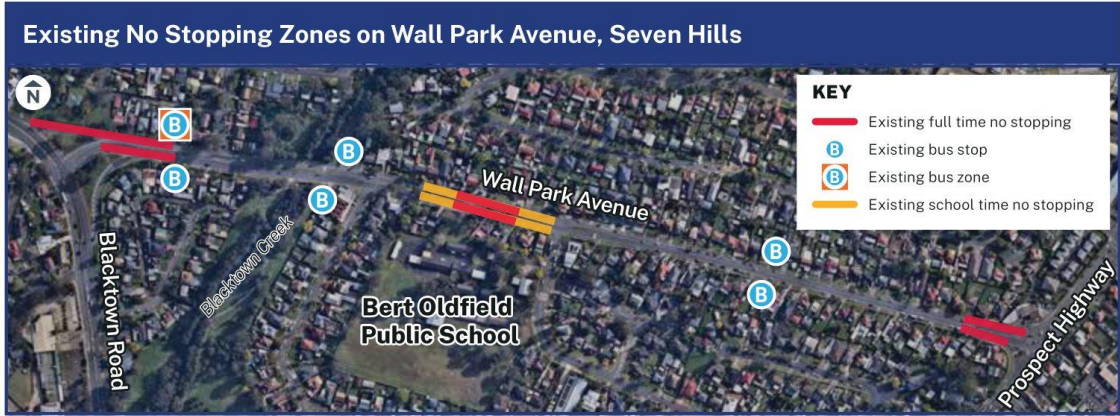
Proposed changes

In response to community concerns about cars parked on the northern and southern side of Wall Park Avenue, the new proposed improvements are:

- installing a full-time ‘No Stopping’ zone restriction along the northern and southern side on Wall Park Avenue between Blacktown Road and Prospect Highway, Seven Hills
- changing bus stops to bus zones which include bus zone signs at the start and end of the bus zones to increase driver awareness of the bus stop locations.

Subscribe for updates at wallparkavenue@transport.nsw.gov.au

www.transport.nsw.gov.au/privacy-statement#Your_Privacy



Project benefits


- road users and residents will benefit from an improved safety environment
- the proposed measures will ease traffic congestion and improve traffic flow resulting in quicker travel times
- a full time 'No Stopping' zone results in better sight lines for residents exiting their driveways
- the 'No Stopping' zone also means reduced vehicle weaving movements due to parked vehicles on the road.

Have your say

Transport would like to hear your feedback about this proposal. If you require further information or have any questions, please contact us by 7 June using the details below.

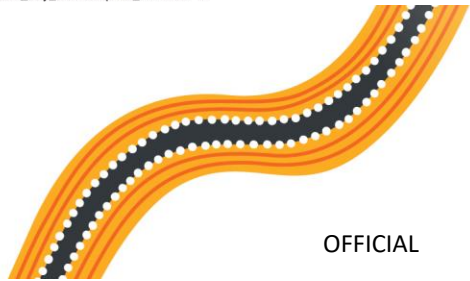
- 0439 522 884**
- wallparkavenue@transport.nsw.gov.au**
- www.transport.nsw.gov.au/projects/current-projects/wall-park-avenue-seven-hills**
- Wall Park Avenue Project
PO Box 973 Parramatta NSW 2124**
- Follow us facebook.com/nswroads**

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **0439 522 884**.

 Transport for NSW acknowledges the Dharug people as the traditional custodians of the lands on which we work and pays respect to Elders past and present.

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7.2 Appendix B – Distribution map of notification

