

**Proposed new and extended clearways on Stacey Street, Fairford Road,
Davies Road and Alfords Point Road between Hume Highway,
Bankstown and Alfords Point Bridge, Padstow Heights**

Community Consultation Report

June 2017



Executive summary

In March 2017, Roads and Maritime Services consulted the community on a proposal to install new and extended clearways Stacey Street, Fairford Road, Davies Road and Alfords Point Road between Hume Highway, Bankstown and Alfords Point Bridge, Padstow Heights.

The proposal included new and extended clearways:

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

Roads and Maritime distributed a Have Your Say letter in the local area and carried out a doorknock of local businesses and residents. We also placed advertisements in the Canterbury Bankstown Express on Tuesday 14 March and in the Bankstown Torch on Wednesday 15 March 2017. We received submissions from 35 community members and two businesses. Of these submissions, 23 were in agreement with the proposal and 14 were against the proposal.

The proposal is part of the Sydney Clearways Strategy which aims to reduce congestion on our roads.

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

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

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

Contents

Executive summary.....	3
1. Introduction	5
1.1. Background	5
1.2. The proposal.....	5
2. Consultation approach.....	7
2.1. Consultation objectives.....	7
2.2. How consultation was done.....	7
3. Consultation summary	8
3.1. Overview.....	8
3.2 Feedback summary and Roads and Maritime’s responses.....	9
4. Decision	27
5. Next steps.....	27
6. Appendices	28
6.1 Appendix A – Have Your Say letter March 2017	28
6.2 Appendix B – Newspaper Advertisement	30
6.3 Appendix C – Project map.....	31

Figures and tables

Table 1 – How consultation was done.....	6
Table 2 – Feedback summary and Roads and Maritime’s responses.....	7

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 over 170km of new and extended weekend and weekday clearways across the Sydney road network under the Sydney Clearways Strategy.

Stacey Street, Fairford Road, Davies Road and Alfords Point Road form part of the major arterial A6 corridor. The A6 connects the southern areas of Heathcote, Padstow, and Bankstown with the northern areas of Lidcombe, Silverwater and Carlingford. It also provides access to major east/west roads such as Heathcote Road, Henry Lawson Drive, M5 Motorway, Canterbury Road, Hume Highway, M4 Western Motorway, Parramatta Road and Cumberland Highway.

Stacey Street, Fairford Road, Davies Road and Alfords Point Road is a four to six lane divided road. An existing clearway operates on both sides of the road between Hume Highway and M5 Western Motorway, during the morning and afternoon peak periods, Monday to Friday from 6am to 10am and 3pm to 7pm. There are no existing clearways between M5 Western Motorway and Alfords Point Bridge; however there are large sections with No Stopping and No Parking restrictions.

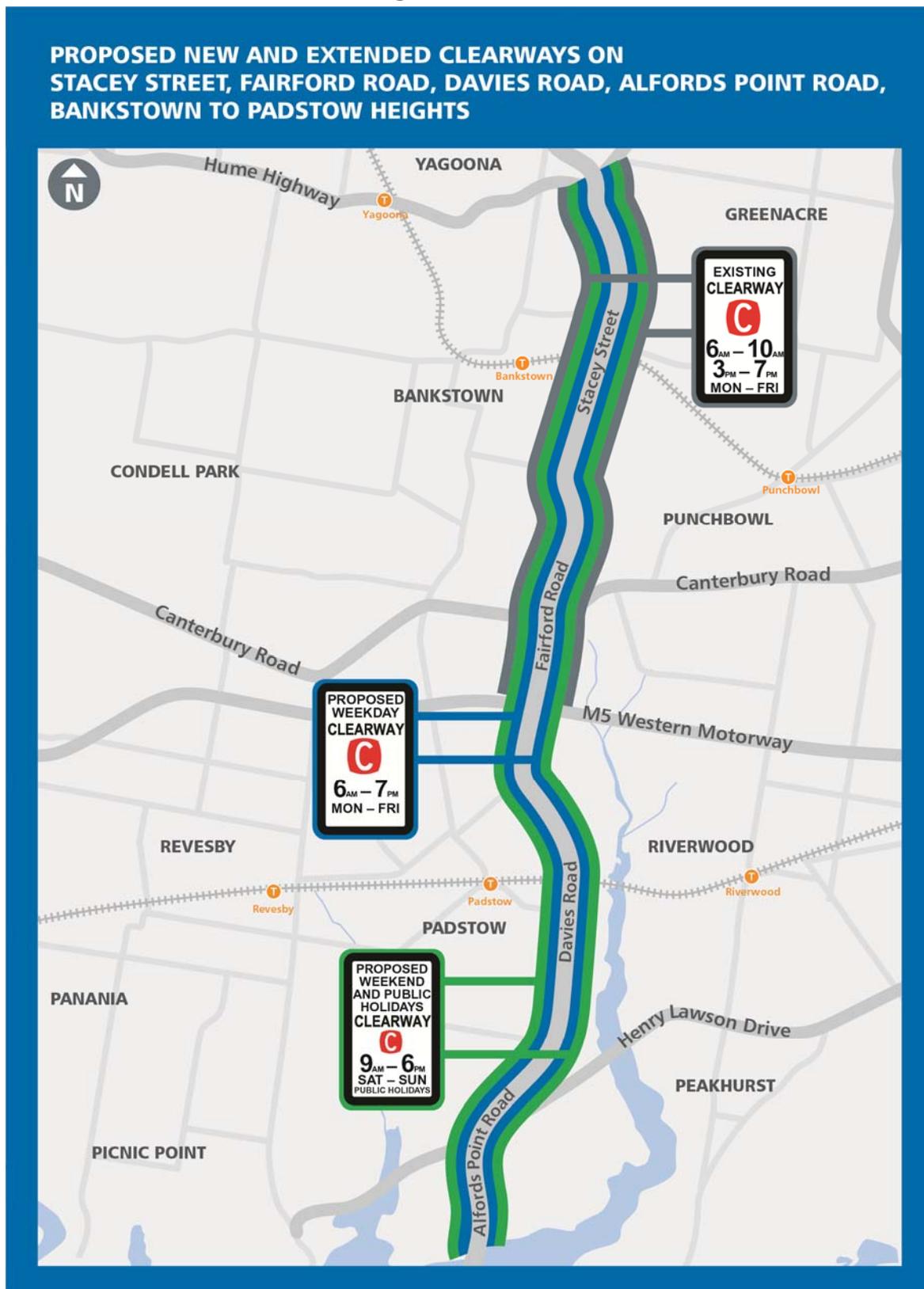
1.2. The proposal

The proposal included new and extended clearways on Stacey Street, Fairford Road, Davies Road and Alfords Point Road between Hume Highway, Bankstown and Alfords Point Bridge, Padstow Heights.

The proposed hours of operation in both directions were:

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

Figure 1 – Proposed clearways on Stacey Street, Fairford Road, Davies Road and Alford's Point Road, Bankstown to Padstow Heights



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 a 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 proposal
- 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

Roads and Maritime sought feedback on the proposal between 10 March and 24 March 2017. Community members and stakeholders were encouraged to provide feedback and make comments via email, mail or phone contact with the project team. Our consultation tools are outlined in Table 1.

Table 1 – How consultation was done

Stakeholder meetings/ Communication	<ul style="list-style-type: none">• Meeting with Canterbury-Bankstown Council on 21 November 2016
Door knock	<ul style="list-style-type: none">• Door knocking of local residents along the road corridor to discuss the proposal on 10 March 2017.
Community update newsletter (Appendix A)	<ul style="list-style-type: none">• Delivered to 27,700 residents in Bankstown, Padstow and Padstow Heights on 10 March 2017.• Direct email to emergency services, schools and universities, large businesses, religious centres and community groups in the local area.
Webpage	<ul style="list-style-type: none">• Project webpage updated with latest project information including the community update.
Advertisement (Appendix B)	<ul style="list-style-type: none">• An advertisement was placed in the Canterbury Bankstown Express on Tuesday 14 March and in the Bankstown Torch on Wednesday 15 March 2017.
Media Release	<ul style="list-style-type: none">• A Media Release was issued at the commencement of the consultation period.

3. Consultation summary

3.1. Overview

Roads and Maritime received submissions from 35 community members and two businesses. Of these submissions, 23 were in agreement with the proposal and 14 were against the proposal. Most submissions raised several comments covering different issue categories, including:

- parking loss
- clearway hours of operation
- business impact
- safety
- traffic issues
- clearway enforcement
- traffic light phasing
- suggestions for further improvements to Stacey Street
- out of scope items

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

3.2 Feedback summary and Roads and Maritime's responses

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

All comments have been considered to help Roads and Maritime make decisions on this proposal.

Table 2 – Feedback summary and Roads and Maritime's responses

Category	Number of comments	Matters raised	Roads and Maritime's response
Support for proposal	23 comments	I am in support of the proposed new and extended clearways.	Roads and Maritime acknowledges and appreciates your support. We will keep you up to date as the project progresses.
Against proposal	5 comments	I do not support the clearway.	<p>This proposal aims to reduce congestion specifically on the Stacey Street, Fairford Road, Davies Road and Alfords Point Road from Bankstown to Padstow Heights.</p> <p>Currently, road users are forced to merge from the kerbside lane which can create significant delays and queues.</p> <p>By removing the parking from the kerbside lane, all lanes are available to traffic, which is expected to reduce congestion and delays on Stacey Street, Fairford Road, Davies Road and Alfords Point Road.</p>
	5 comments	The proposed new and extended clearways will not solve the traffic issues on this road as currently there is no traffic being parked on the road from Padstow Heights to Bankstown and Auburn.	<p>This proposal aims to reduce congestion specifically on the Stacey Street, Fairford Road, Davies Road and Alfords Point Road from Bankstown to Padstow Heights.</p> <p>A single parked car can reduce the road capacity by one third and impact on the flow of vehicles in the adjacent lane as vehicles are forced out of the blocked lane. A clearway would permit Roads and Maritime to have a parked car towed from the road, maintaining all lanes of traffic during clearway times.</p>
	4 comments	Clearways are a waste of money. Spend money on road upgrades.	<p>Clearways are directly aimed at reducing 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 need for road widening.</p> <p>The cost of congestion to the economy and the community is considered significantly higher compared to the cost of implementing a clearway.</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
Clearway hours of operation	1 comment	Leave the clearway times as they are.	<p>The proposed hours of the clearway ensure a balance between the local parking needs and traffic flow for all users.</p> <p>Roads and Maritime has analysed the existing traffic volumes and traffic flow data, which shows that at this time the proposed clearway hours are needed.</p>
	2 comments	Make this road a clearway 24 hours a day, seven days a week.	
Justification for the project	1 comment	Have you had excessive complaints from locals or the public about parked cars causing delays during peak hour traffic?	<p>As part of the Sydney Clearways Strategy, community members were invited to nominate clearway proposals across Sydney. A larger number of requests have been submitted on Sydney key arterial roads.</p> <p>Stacey Street, Fairford Road, Davies Road and Alford's Point Road, between Bankstown and Padstow Heights was identified by the Sydney Clearways Strategy for possible weekend and weekday clearways.</p> <p>Clearways are directly aimed at reducing congestion where a road is carrying traffic close to its capacity.</p> <p>The proposed hours of the clearway ensure a balance between the local parking needs and traffic flow for all users.</p>
		What improvement will this clearway have on the traffic or is it simply to prevent the potential for an incident causing a delay?	<p>Clearways form part of a number of measures aimed at improving traffic flows on arterial roads, including no stopping, bus lanes and transit lanes. Clearways are directly aimed at alleviating congestion where a road is carrying traffic close to its capacity.</p> <p>The clearway will also help manage delays by allowing us to tow broken down or illegally parked vehicles to maintain traffic flow on this important corridor.</p>
Parking	2 comment	What is Roads and Maritime doing about additional parking?	<p>An independent parking study was commissioned by Roads and Maritime Services to identify the current parking usage along Stacey Street, Fairford Road, Davies Road and Alford's Point Road from Bankstown to Padstow Heights over 9 days.</p> <p>The study found there was:</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
		<p>We park on the street outside the current no parking times and it has never caused any issues. We have family and friends who visit and need to park on the street. If you put in a clearway, people will need to find parking in adjacent side streets and walk further to our front doors.</p>	<ul style="list-style-type: none"> • 1 parked vehicle on Stacey Street in the residential areas on 3 separate days • 1 parked vehicle on Davies Road in the residential areas on 6 separate days. <p>It is expected that these few vehicles would be able to find alternate parking in private properties or in adjoining side streets.</p> <p>Stacey Street, Fairford Road, Davies Road and Alford's Point Road would retain existing on-street parking outside of the proposed clearway hours.</p>
		<p>The quality of life of the residents is affected due to not being able to receive visitors safely due to lack of parking on the roadway</p>	
	2 comments	<p>Removal of parking will result in residents parking in side streets which are already full. It is hard to get out of my driveway already.</p>	<p>An independent parking study was commissioned by Roads and Maritime Services to identify the current parking usage along Stacey Street, Fairford Road, Davies Road and Alford's Point Road from Bankstown to Padstow Heights over 9 days.</p> <p>The study found there was:</p> <ul style="list-style-type: none"> • 1 parked vehicle on Stacey Street in the residential areas on 3 separate days • 1 parked vehicle on Davies Road in the residential areas on 6 separate days. <p>It also found the demand for parking could be accommodated in side streets with no changes to current parking restrictions.</p> <p>The proposed clearway on Stacey Street, Fairford Road, Davies Road and Alford's Point Road would make little change to existing driveway access conditions.</p>
		<p>It is often difficult to enter or exit from driveways. While slowing down to enter a driveway speeding drivers often have to brake hard in order to avoid smashing into the turning vehicle. While reversing into our driveway, one is often abused by drivers using the kerb side lane because they have to slow</p>	

Category	Number of comments	Matters raised	Roads and Maritime's response
		<p>down or stop.</p> <p>We are unable to park in the kerb side lane during the designated peak hours when residents are coming home from work. It is sometimes dangerous to park on the road at any time, even outside peak hours due to people overtaking trucks and other vehicles travelling north from Menai towards Bankstown.</p>	
	1 comment	Council needs to do a better job at approvals when it comes to parking and ensuring there is enough for new developments.	<p>Roads and Maritime Services and Councils assess any new development impacting the state road network in the local area to ensure that traffic and safety impacts are minimised.</p> <p>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.</p>
	1 comment	The narrowness of the footpath makes it very difficult to park unlike south of the railway bridge where the footpaths are much wider than normal hence residents can park on the footpath.	Roads and Maritime would like to advise that it is illegal to drive or park on a footpath or nature strip. Pedestrian footpaths are intended for pedestrian use only.
	1 comment	Lots of vehicles drop people off along this road and need to park temporarily.	<p>For properties that cannot accommodate visitor parking on site, visitors will need to park in surrounding side streets.</p> <p>It is illegal for vehicles except for taxis or buses to stop temporarily on a clearway to drop off people.</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
	1 comment	<p>Can you please advise of the legality of trucks being able to stop to reverse into a driveway during the clearway restrictions?</p>	<p>A driver must not stop on a length of road to which a clearway sign applies. The clearway proposal would prevent vehicles, including oversize vehicles, from stopping or parking on the state road while waiting for parking onsite to become available.</p> <p>This does not prohibit vehicles from reversing into a driveway provided they do so safely and without delay. A driver can only reverse when the drivers have taken reasonable care and can do so safely.</p> <p>Any conditions of access to and from the state road contained within development applications would still apply.</p> <p>It is also against the law to stop traffic on a road, without proper signage, equipment, and RMS authorisation. (Traffic Controllers needs to have a current Traffic Control Cards card to control traffic)</p>
	1 comment	<p>I suggest that parking should be prohibited on any public road 24/7, whether a main through fare or a suburban street.</p> <p>Parking prohibition on all types of public roads could be introduced over say a 12 month period. Parked vehicles cause problems at all times, not just at so called peak times.</p> <p>If I may be so bold as to suggest, prohibition of all parking, 24/7, would reduce Sydney's traffic problems by a large percentage and would</p>	<p>Thank you for your suggestion on parking bans on public roads. For this clearway proposal, Roads and Maritime have analysed existing traffic volumes and traffic flow data, which shows that the proposed hours of the clearway provide a balance between the local parking needs and traffic flow for all users.</p> <p>Parking restrictions on local roads are determined by the local council. As part of the Sydney Clearways Strategy, Roads and Maritime are identifying roads across Sydney for further investigation for new and extended clearways on weekdays and weekends. Since 2013, we have installed 34 clearways totalling more than 173 kilometres on some of Sydney's busiest corridors.</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
		also make a dent in the accident rate.	
Impact to businesses	2 comments	<p>To deliver our finished goods or take delivery of our materials, our trucks need to stop on Fairford Road and reverse up our driveway to the loading dock. The clearway will prevent our trucks from stopping to reverse into our driveway into the dock where our cranes are set up to load materials onto the truck to make deliveries. This will impact not only our business significantly but also many of our clients including RMS.</p>	<p>In accordance with the NSW Road Rules, a driver must not stop on a length of road to which a clearway sign applies. The clearway proposal would prevent vehicles, including oversize vehicles, from stopping or parking on the state road while waiting for parking onsite to become available.</p> <p>This does not prohibit vehicles from reversing into a driveway provided they do so safely and without delay. A driver can only reverse when the driver has taken reasonable care and can do so safely.</p> <p>Any access approvals or restrictions to and from the state road, contained within development consent conditions would still apply.</p> <p>It is also against the law to stop traffic on a road, without proper signage, equipment, and RMS authorisation. (Traffic Controllers needs to have a current Traffic Control Cards card to control traffic)</p> <p>We will meet with Council to discuss these concerns.</p>
		<p>Trucks sometimes need to wait till the dock is clear and the new proposed clearways would prevent truck drivers from doing this, therefore severely restricting our business and our ability to receive product to the point of being unable to.</p> <p>As a medium size business that employees over 50 people, we hope that the RMS will consider the needs of all businesses along Fairford Road and would seek other options to reduce congestion that will not affect our business</p>	<p>The proposed clearway would remove parking in the kerbside lane during the proposed clearway hours. Vehicles waiting to access loading facilities would not be able to stop or wait on the state road. Businesses are required to accommodate customers waiting to access receiving docks in legal parking spaces or within their property.</p> <p>Vehicles queuing on the state road network during clearway hours due to restricted access to driveways is illegal. This is similar to all other State roads where clearways and No Stopping restrictions are in place.</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
		<p>or the business of others. Our Staff and all of our customers are horrified at the Proposed changes to Fairford Road for Total Daylight restrictions to parking while waiting to reverse into the factory parking bay.</p> <p>We are already receiving a host of objections to this kind of restriction to our business, from Drivers and regular customers. They are willing to sign as businesses who would be continuously affected with time, money and possible fines.</p>	
Traffic impacts	1 comment	This will cause traffic issues on Fairford Road between M5 and Canterbury Road.	<p>A clearway is expected to reduce the existing traffic congestion and improve traffic flow on Fairford Road between M5 and Canterbury Road.</p> <p>Vehicle manoeuvres associated with parking affects the kerbside lane and middle lane. By removing the parking, there are three lanes for traffic which greatly reduces congestion and delays during clearway times.</p> <p>The proposed clearway will also reduce the need for vehicles to change lanes to travel around parked vehicles. Therefore, crashes involving parked vehicles, such as rear end and lane change manoeuvres, are expected to be reduced, improving road safety.</p>
Current traffic issues	1 comment	The congestion is as bad during the day as in the peak, and is little better on weekends. Often it is only a small number of cars that	Thank you for your feedback. When in operation, a clearway provides an additional lane for all traffic and is expected to reduce the existing traffic congestion and improve traffic flow along Stacey Street, Fairford Road, Davies Road and Alfords Point Road. Clearways are a low cost, high impact

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		<p>cause the disruption to traffic on the outside lanes, so I expect inconvenience to those living on these roads will be minimal.</p> <p>If the traffic flow is not adequately improved by the clearway then you must consider other methods of alleviating the problem & consult the public for proposals if you have none.</p>	<p>solution to help reduce congestion.</p>
	1 comment	<p>Bus Stops need a short dedicated lane to get the bus out of traffic during drop off/pick up.</p> <p>Not policing the Bus Lane which begins after the Canterbury Road overpass which drivers use to get into the gutter lane then push back in because the gutter lane becomes left turn only, except for the few drivers that think it does not apply to them and continue straight at the intersection.</p>	<p>Transport for New South Wales' Sydney's Bus Future indicates that Stacey Street, Fairford Road, Davies Road and Alford's Point Road is a Suburban Bus Route.</p> <p>The NSW Police are responsible for the enforcement of road rules including illegal use of Bus Lanes.</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
	1 comment	<p>The only traffic that occurs is during peak hour on weekdays, a time during which people are not even parked on the street, and the occasional Saturday morning. The causes of the slow traffic are people moving slowly and trucks along the road but above all it is the changing of traffic condition from three to two lanes This then results in traffic in front of our homes.</p>	<p>Clearways are directly aimed at reducing congestion where a road is carrying traffic close to its capacity.</p> <p>An Independent parking study commissioned by Roads and Maritime showed that cars park infrequently along Stacey Street, Fairford Road, Davies Road and Alford's Point Road. However, a single parked car can reduce the road capacity by one third and impact on the flow of vehicles in the adjacent lane as vehicles are forced out of the blocked lane. A clearway would permit Roads and Maritime to have a parked car towed from the road, maintaining three lanes of traffic during clearway times.</p>
<p>We drive regularly along this route from The Lights at Buradoo Street, Padstow to the Hume Highway, a relatively short distance , which can take up to 45 minutes .</p>			
<p>People use the left hand only lane but instead illegally merge in the intersection or just before it which causes traffic build up back to Padstow. Parked cars aren't the issue.</p>			
<p>Tallawarra is practically a one way street and hard to drive in.</p>		<p>This is out of scope of this clearway proposal. However as Tallawarra Avenue is a local road under the care and control of Canterbury-Bankstown Council, we have forwarded on your concern.</p>	

Category	Number of comments	Matters raised	Roads and Maritime's response
Clearway enforcement	1 comment	The clearways need to be better enforced; cars are often still parked in the clearways up to 7am or even later on weekdays.	<p>NSW Police is responsible for the enforcement of road rules, including clearways and illegal parking. This road rule can also be enforced by local council rangers.</p> <p>Members of the public can call the Transport Management Centre on 131700 to report illegally parked vehicles</p>
Speeding	1 comment	There is danger to the residents along Davies Road where many drivers use the inside lane as an overtaking lane and often exceed the speed limit by a significant amount.	<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 Davies Road.</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: https://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx 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>
	1 comment	The possibility of a dangerous incident or further fatality within this area has increased since Roads and Maritime increased the speed limit from 60kph to 70kph several years ago.	<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 70km/h speed limit on Davies Road through Padstow is considered to be appropriate at this time.</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 Davies Road.</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
Safety	1 comment	If it becomes a clearway this will create a dangerous area for other road users driving by.	<p>The proposed clearway on the A6 corridor between Bankstown and Padstow Heights would remove parking in the kerb-side lane during the proposed clearway hours. This is expected to reduce congestion and delays for motorists travelling along this road and improve safety. A review of the crash history for Stacey Street, Fairford Road, Davies Road and Alford's Point Road between Hume Highway, Bankstown and Georges River, Padstow Heights from 1 July 2011 to 30 June 2016 indicates that there have been 529 reported crashes, of these 12 involve vehicles leaving from driveways, 227 involve rear-end, one involve hitting parked vehicle, and 38 involve lane change.</p> <p>Removal of parked cars on the kerbside lane during the proposed clearway hours would improve line-of-sight for vehicles exiting driveways and vehicles travelling along the kerbside lane. Roads and Maritime Services expects the proposal would improve road safety on Stacey Street, Fairford Road, Davies Road and Alford's Point Road between Bankstown and Padstow Heights.</p>
	1 comment	Dangerous situations arise when drivers brake or attempt to change lanes when they realise that their path is blocked by a parked car or one slowing down to enter a driveway.	
		Visitors sometimes park across the road in Jayelem Crescent and have to risk crossing a main road as there are no safe crossing points for about 500 metres in either direction.	<p>Pedestrian safety is a concern for Roads and Maritime Services. We recommend all pedestrians cross the road at dedicated pedestrian crossings and only when it is safe to do so. There are currently no plans to change pedestrian access across Davies Road near Jayelem Crescent.</p> <p>There is parking available in the side streets of Iberia and Banks Streets which would not require pedestrians to cross Davies Road.</p>
Road widening	9 comments	Expand Stacey Street to three lanes in both directions between Stanley Street and Macauley Avenue, and from Rickard Road to the Hume Highway. The main problem is the road isn't wide enough and	<p>An expansion of Stacey Street is outside the scope of this proposal and has been referred to the appropriate section of Roads and Maritime for consideration.</p> <p>The aim of this consultation period was to gather feedback on the proposed clearways Stacey Street, Fairford Road, Davies Road and Alford's Point Road between Hume Highway, Bankstown and Georges River, Padstow</p>

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		<p>there are too many pinch points (3 lanes to 2 lanes).</p> <p>This is more costly than a clearway but this will also assist in the natural increase in traffic that will be a result of population growth in this area.</p> <p>The only current and most effective solution that is also keeping a futuristic perspective is a road expansion.</p>	<p>Height. As part of the NSW Government's \$300 million Gateway to the South Pinch Point Program, the section of Stacey Street between Stanley Street and Macauley Avenue of Bankstown has been identified as a location for potential improvements. The community will be kept informed as this area is investigated. For more information please visit www.rms.nsw.gov.au/q2s</p> <p>Clearways are a low cost, high impact solution to help reduce congestion.</p>
Stacey Street stormwater drain	1 comment	The stormwater drain issue needs to be resolved. It has been fought over by council, the government and Sydney Water for years. No one will claim responsibility, but it needs to be fixed.	As part of the NSW Government's \$300 million Gateway to the South Pinch Point Program, this section of Stacey Street has been identified as a location for potential improvements. The community will be kept informed as this area is investigated. For more information please visit www.rms.nsw.gov.au/q2s
Suggestions for improvements along the corridor	1 comment	At certain times the turning bay for Stanley Street is too short and its length could easily be doubled.	The aim of this consultation period was to gather feedback on the proposed clearways Stacey Street, Fairford Road, Davies Road and Alford's Point Road between Hume Highway, Bankstown and Georges River, Padstow

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	1 comment	Create parking bays on the Davies Road section of the corridor.	<p>Height.</p> <p>As part of the NSW Government's \$300 million Gateway to the South Pinch Point Program, these sections of the proposed corridor has been identified as a location for potential improvements. The community will be kept informed as this area is investigated. For more information please visit www.rms.nsw.gov.au/g2s</p> <p>These suggestions are considered outside the scope of this proposal and have been referred to the appropriate section of Roads and Maritime for consideration.</p>
1 comment	The major improvement to traffic flow at this stage needs to only be the creation of a new "No Stopping" zone from the M5 to the Canterbury Road slip road, northbound.		
1 comment	The bridge at Bankstown Central is too narrow.		
1 comment	Motorists use the Wiggs road route to avoid traffic lights on Canterbury road. The right-hand turn should be moved to Bonds road this will ensure that both lanes are free to continue towards Roselands uninterrupted.		
1 comment	Limit Davies Road to two lanes between Iberia Street and Banks Street and remove the peak hour parking limitations. This can be done at a relatively low cost by constructing two barricades with plants about 30 metres north of Banks Street and south of Iberia Street. The lane lines could then be marked with a solid line and the kerbside lane made a left turn only lane into Banks Street.		

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Other suggestions for improvements along the corridor	1 comment	Have an overhead bridge across the Hume Highway heading towards Rookwood Road.	The NSW Government's \$300 million Gateway to the South Pinch Point Program recently made capacity improvements on Stacey Steet at the Hume Highway intersection, to reduc congestion and delays.
	2 comments	Stacey Street at Hume Highway should have a tunnel to prevent the bottleneck it created.	Your suggestion for a grade separated interchange has been noted.
Heavy vehicles	1 comment	Heavy vehicular traffic of five tonnes tare weight and above, including all B-doubles, should be restricted to travel on this route freely outside of the clearway hours and that any infringements caused by travel of offenders within these proposed clearway hours should be penalised heavily. Please implement this even if the clearway doesn't proceed.	The NSW Freight and Ports Strategy identifies Stacey Street, Fairford Road, Davies Road and Alford's Point Road as a Secondary Freight Road.
Road surface	1 comment	The problems are exacerbated by very poor quality road surfaces as is the case along the stretch between the M5 and Bankstown. It is unsafe, uneven and slippery in the wet.	This is considered outside the scope of this proposal and has been referred to the appropriate section of Roads and Maritime for consideration.

Category	Number of comments	Matters raised	Roads and Maritime's response
Traffic light phasing	1 comment	<p>St Hilliers Road approaching Parramatta Road heading north is a major bottleneck. This has become a huge issue on weekends. I have phoned 131700 and been told that the lights favour Parramatta Road as it is the major road. This needs to be addressed as I have regularly encountered traffic on St Hilliers Road all the way back to Olympic Drive.</p>	<p>Thank you for your feedback and suggestions. The roads you have identified are not part of the clearways proposal. This is considered out of scope. Recently, Roads and Maritime Services announced new and extended clearways will be installed on St Hilliers Road, Boorea Street, Olympic Drive, Joseph Street, Rookwood Road and Stacey Street between Parramatta Road, Auburn and Hume Highway, Bankstown. The new clearways will operate in both directions from:</p> <ul style="list-style-type: none"> • 6am to 7pm on weekdays • 9am to 6pm on weekends and public holidays. <p>The new and extended clearways will be in place from Monday 5 June 2017.</p> <p>For more information, please visit our website: www.rms.nsw.gov.au/clearways.</p>
		<p>The peak on Silverwater Road crossing Parramatta Road, heading south, is a huge issue most times of the day. Again, I feel that traffic lights needs to be addressed as to which roads are now major roads and adjust signals to accommodate.</p>	
	1 comment	<p>Turning right out of the Big W carpark onto Stacey Street takes forever and then we only get three or four cards per set of lights. The timing should be doubled.</p>	<p>Thank you for your feedback and suggestions. The traffic lights on Stacey Street, Fairford Road, Davies Road and Alfords Point Road 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.</p> <p>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 Stacey Street, Fairford Road,</p>
1 comment	<p>Are the traffic lights along these roads synced to maximise traffic flow?</p>		

Category	Number of comments	Matters raised	Roads and Maritime's response
	2 comments	<p>The lights at the corner of Watson Street and Fairford Road, and the intersection of the M5 and Fairford Road need to be phased to favour the through traffic going north.</p> <p>The lights at the intersection of Canterbury road and Fairford Road need addressing. Traffic turning onto Canterbury road from Fairford road is held up due to the right-hand turn at Wiggs road, drivers waiting to make a turn block the centre lane which reduces the road from two lanes to one in turn this effects the traffic flow on Canterbury and Fairford road intersection.</p>	Davies Road and Alford's Point Road through the traffic lights at the M5 and Fairford Road intersection will provide additional capacity to reduce delays.

Category	Number of comments	Matters raised	Roads and Maritime's response
	1 comment	<p>Stacey Street traffic lights at Rickard and Greenacre Road is the worst section. This is due to:</p> <ul style="list-style-type: none"> - Wattle Street lights which allow traffic to turn left and right into Stacey street slows the traffic down considerably. - The right-hand turn at Greenacre road needs to be looked at again as motorist use this as a "short cut" to avoid turning right at the Hume highway or an alternative road to King Georges Rd. The right-hand turn may need to be restricted during peak hours. - Traffic lights at the intersection of Stacey street and the Hume Highway do not allow enough traffic to move North or to make a right-hand turn onto the Hume highway especially when heavy trucks are crossing or turning. The lights need to be rephrased to allow more through traffic going north/south. 	<p>Thank you for your feedback and suggestions. The traffic lights on Stacey Street, Fairford Road, Davies Road and Alfords Point Road 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.</p> <p>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 Stacey Street, Fairford Road, Davies Road and Alfords Point Road through the traffic lights at the M5 and Fairford Road intersection will provide additional capacity to reduce delays.</p>

Category	Number of comments	Matters raised	Roads and Maritime's response
Other clearway locations	1 comment	Install weekend clearways at King Georges Road, specifically towards the Red Rooster.	<p>The Sydney Clearways Strategy has identified a number of priority routes and these are being investigated by Roads and Maritime Services. For more information about the Sydney Clearways Strategy, please visit www.rms.gov.au/clearways.</p> <p>In November 2016, Roads and Maritime consulted with the community on a clearways proposal for Roberts Road and King Georges Road from Hume Highway, Greenacre to M5 Motorway, Beverly hills. Consultation for this proposal closed on 9 December 2016.</p> <p>King Georges Road from M5 Motorway, Beverly Hills to Princes Highway, Blakehurst is identified in the Sydney Clearways Strategy for investigation of new and extended clearways.</p>

4. Decision

We thank everyone who took the time to consider our proposal and provide feedback.

Roads and Maritime has considered the feedback and has decided to proceed with the proposal, without change.

The new and extended clearways will be in place from **Monday 24 July**. Any vehicles parked in the clearway on or after this date would risk being fined and towed. The existing parking restrictions will continue to operate outside of these clearway times.

5. Next steps

Roads and Maritime Services will install new signs and posts between **Friday 7 July** and **Sunday 23 July**, weather permitting. Our work hours will be between **8pm** and **5am**.

There will be some noise associated with this work. We will make every effort to minimise its impact by carrying out the noisiest work before **11pm**.

The community will be kept informed as the project progresses.

6. Appendices

6.1 Appendix A – Have Your Say letter March 2017



March 2017

Have your say – Proposed new and extended clearways from Bankstown to Padstow Heights

The NSW Government is acting to reduce congestion and delays by introducing new and extended clearways on Sydney's roads.

Roads and Maritime Services is seeking feedback by **Friday 24 March** on a proposal to install new and extended clearways on Stacey Street, Fairford Road, Davies Road and Alford's Point Road between Hume Highway, Bankstown and Alford's Point Bridge, Padstow Heights.

The proposed extended and new clearway hours of operation are:

- 6am to 7pm on weekdays
- 9am to 6pm on weekends.

The existing parking restrictions on this corridor would continue to operate outside of the proposed clearway times.

We have included a map to show the location of the proposed clearways.

New and extended clearways would help to protect traffic flow and reduce delays by allowing us to tow vehicles that stop illegally or break down. The proposed clearways would ensure all lanes are available to traffic when the road is near capacity on both weekdays and weekends.

Have your say

We invite your feedback on the proposal by **Friday 24 March**. Please send your comments to clearways@rms.nsw.gov.au, 1300 706 232 or

Sydney Clearways Strategy
Roads and Maritime Services
PO Box 973
Parramatta NSW 2124

Next Steps

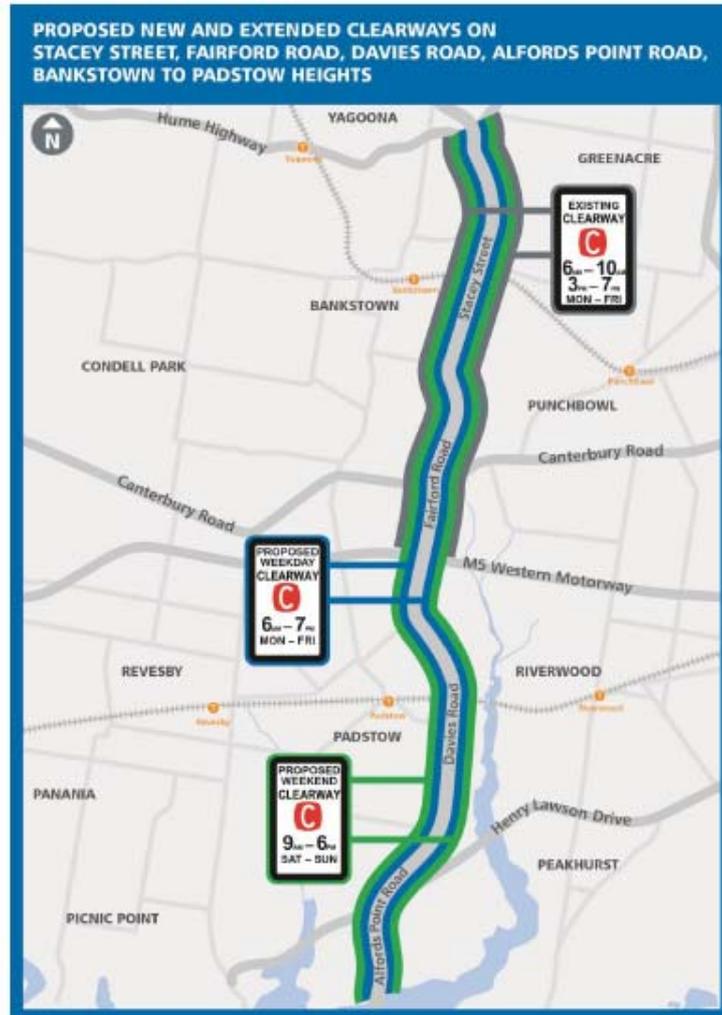
Roads and Maritime will consider all feedback received before deciding whether to proceed with the proposal. We will keep you updated as the proposal progresses.

What is a clearway?

A clearway is a length of road where road users are not permitted to stop or park while a clearway is in operation. The drivers of public buses and taxis are permitted to stop when dropping off or picking up passengers.

If a vehicle is left on a clearway it will be towed away, usually to a nearby street, and fines apply.

To report a vehicle parked in a clearway or if your vehicle has been towed from a clearway, please call the Transport Management Centre on 131 700.



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 1300 706 232.

Arabic
إذا كنت بحاجة إلى مترجم، الرجاء الاتصال بخدمات الترجمة الوطنية والشعبية (TIS National) على الرقم 1300 706 232 واطلب منهم الاتصال بخدماتك Roads and Maritime Services على الرقم 1300 706 232.

Cantonese
如果你需要口譯員，請電 131 450 聯絡翻譯和口譯服務 (TIS National)。如果你們要電 1300 706 232 聯絡 Roads and Maritime Services。

Mandarin
如果您需要口譯員，請電 131 450 聯絡翻譯和口譯服務 (TIS National)。如果您們要電 1300 706 232 聯絡 Roads and Maritime Services。

Greek
Αν χρειάζεστε διαμετρήτες, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μεταφρασών και Διαμετρήσεων (Εθνική Υπηρεσία ΤΙΣ) στο **131 450** και ζητήστε να τηλεφωνήσουν Roads and Maritime Services στο 1300 706 232.

Italian
Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 1300 706 232.

Korean
통역사가 필요하시면 번역통역서비스 (TIS National) 에 **131 450** 으로 연락하여 이들에게 1300 706 232 번호로 Roads and Maritime Services 에 전화하도록 요청하십시오.

Vietnamese
Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 1300 706 232.

6.2 Appendix B – Newspaper Advertisement



Transport
Roads & Maritime
Services

Proposed new and extended clearways between Auburn and Padstow Heights – Have your say

Roads and Maritime Services is seeking feedback by **Friday 24 March 2017** on a proposal to extend and install new clearways between Auburn and Padstow Heights.

The proposed clearway will extend from Parramatta Road, Auburn to Alford's Point Bridge, Padstow Heights. The roads included in the clearway proposal are St Hilliers Road, Boorea Street, Olympic Drive, Joseph Street, Rookwood Road, Stacey Street, Fairford Road, Davies Road and Alford's Point Road.

The proposed extended and new clearway hours of operation are:

- 6am to 7pm on weekdays
- 9am to 6pm on weekends.

Have your say

Roads and Maritime welcomes your comments on our proposal by **Friday 24 March 2017**.

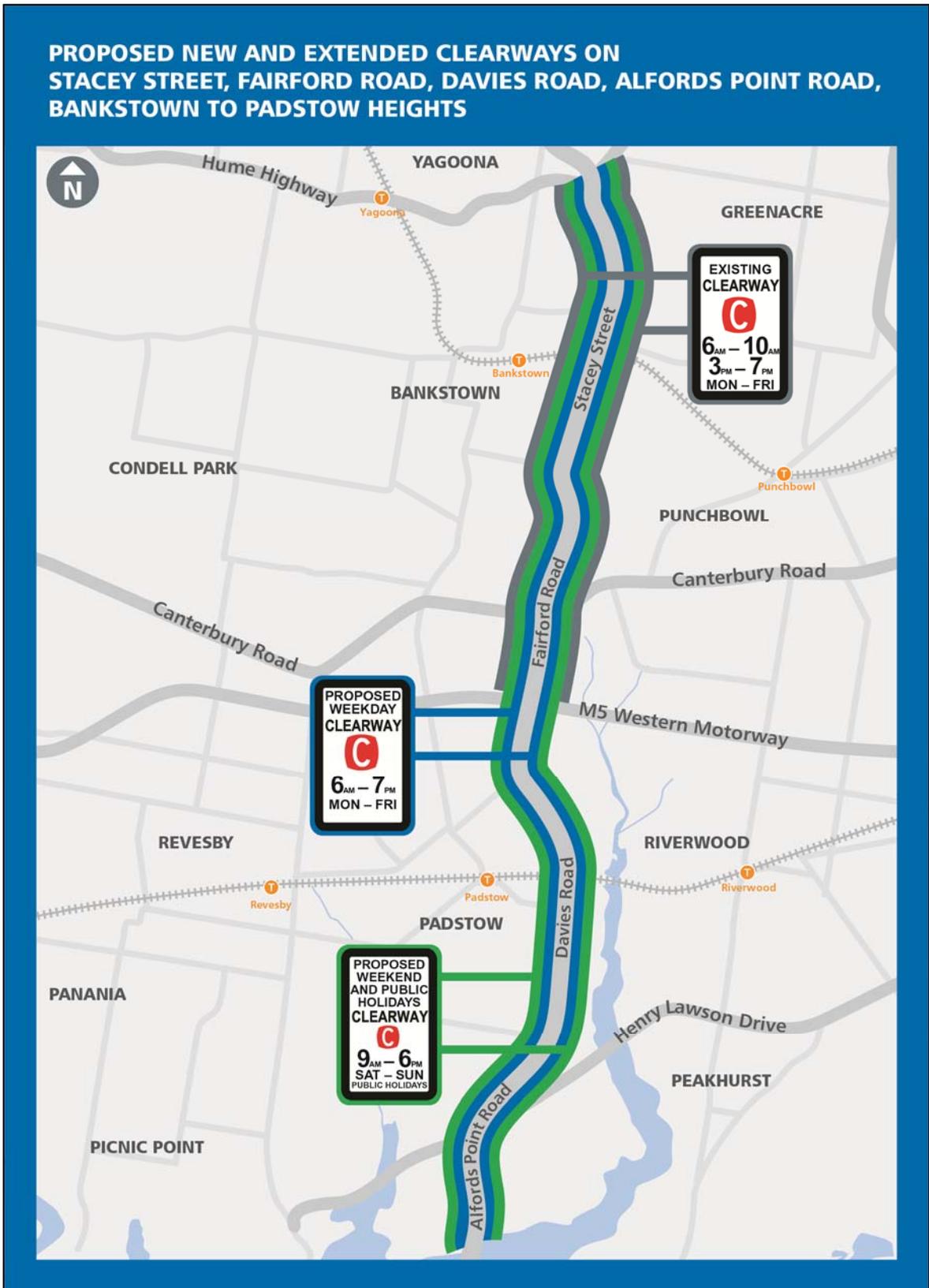
You can provide comments:

- calling 1300 706 232
- emailing clearways@rms.nsw.gov.au
- writing to Clearways, Roads and Maritime, PO Box 973 Parramatta NSW 2124

For more information: please call 1300 706 232, email clearways@rms.nsw.gov.au or visit www.rms.nsw.gov.au/projects/easing-sydneys-congestion/sydney-clearways-strategy.html

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6.3 Appendix C – Project map





rms.nsw.gov.au



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Customer feedback
Roads and Maritime
Locked Bag 928,
North Sydney NSW 2059

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