

## New and extended clearways on Pacific Highway between Pennant Hills Road, Wahroonga and Mona Vale Road, Pymble

### Frequently asked questions – May 2018

The NSW Government is funding this project as part of its \$121 million Clearways Program, which aims to reduce congestion and delays on Sydney's roads.

The following information provides answers to frequently asked questions relating to the introduction of new and extended clearways.

#### What is the Sydney Clearways Strategy?

The NSW Government announced the Sydney Clearways Strategy in December 2013 as one of its key initiatives to reduce congestion on Sydney's major roads.

The strategy identifies over 1000km of state roads on key corridors across Sydney, which may benefit from the introduction of new and extended weekday and new weekend clearways, to improve the movement of goods and people. These routes were identified, based on an assessment of the following criteria:

- directional traffic flows exceed 800 vehicles per hour per lane<sup>1</sup>
- travel speeds are 30km/h or below during peak periods.

Corridors identified in the strategy, are currently under further investigation. Along with detailed parking and traffic analysis, the following two criteria now being considered:

- if the road is a strategic bus or freight transport corridor for moving people and goods
- whether alternate public parking close to local businesses can be found, taking into account the quantity and usage of business parking removed to extend or introduce a new clearway.

Over 390km of new and extended weekday and weekend clearways have already been installed across Sydney since December 2013.

For more information please refer to the **Sydney Clearways Strategy** and the **Roads and Maritime Clearways web page** for the latest information on current projects.

#### What are the key benefits of clearways?

Clearways:

- reduce congestion by making an additional lane available to traffic
- improve journey times, allowing drivers to get to their destination sooner and more reliably
- improve safety by removing parked vehicles from the kerbside lane
- have an immediate positive impact on traffic flow as it uses existing road space for the movement of vehicles
- improve the efficiency of intersections along the corridor, as all lanes are used.

<sup>1</sup> Kerbside lane is excluded, as cars can be parked even when 'no parking' or 'no stopping' restrictions are in place and illegally parked vehicles are unable to be towed under these restrictions.

## Why is Pacific Highway in the strategy?

The Pacific Highway corridor is a key state road (number 10) connecting the Sydney CBD to Hornsby and forms part of the M1/A1 corridor which runs to the Queensland border. This state road is managed and maintained by Roads and Maritime.

The 2013 Sydney Clearways Strategy identified the section of the corridor from Wahroonga to Artarmon for further investigation of new and extended clearways.

Along with an assessment of the volumes and travel time, our investigations have confirmed that the Pacific Highway from Wahroonga to Pymble:

- is a strategically important primary freight corridor
- alternate business parking can be found close to local businesses.

Based on the above, the outcome of the traffic investigations and with consideration to the objectives of the Sydney Clearways Strategy, Pacific Highway between Wahroonga and Pymble meets the requirements for new and extended clearways.

## How were the clearway hours determined?

This section of Pacific Highway between Wahroonga and Pymble was identified in the Sydney Clearways Strategy for weekday and weekend clearways in both directions.

It is a six lane road except for sections with a reduced number of lanes to provide turning lanes or for narrow bridges. Investigations of 2018 traffic counter data found that around 65,000 vehicles travel on Pacific Highway past Blytheswood Avenue at Warrawee each day, including weekends.

Vehicles on Pacific Highway also travel slower than 30km/h regularly throughout the day.

The investigations showed that this section of Pacific Highway would benefit from all day weekday and weekend clearways, including the inter-peak period, based on hourly traffic volumes and travel times. This would also provide consistency across the network.

## What other sections of the Pacific Highway corridor have clearways?

The Pacific Highway corridor from Wahroonga to Artarmon is identified in the Sydney Clearways Strategy, with some clearways already in place.

As traffic volumes have increased along the corridor, clearway hours are being reviewed.

In March 2018, new and extended clearways were introduced in both directions on Pacific Highway between Chatswood and Artarmon from 6am to 7pm on weekdays and 9am to 6pm on weekends and public holidays.

## What are the new clearway hours?

Roads and Maritime are proposing to introduce the following clearway hours on Pacific Highway between Pennant Hills Road, Wahroonga and Mona Vale Road, Pymble:

Weekdays	Weekends and public holidays
6am to 7pm	9am to 6pm

For consistency across the road network and to make it easier for road users, clearway hours are standard across the network. Wherever possible, we use the following standard hours:

- weekday morning (6am – 10am)
- middle of weekday (10am – 3pm)
- weekday afternoon (3pm–7pm)
- weekend short day (9am – 6pm)
- weekend long day (8am – 8pm)
- 24 hours across seven days (At All Times).

There are no changes to existing parking restrictions outside the new clearway hours on this section of the Pacific Highway corridor.

## What happens when parking is removed from the state road?

The primary purpose of a state road such as Pacific Highway is to efficiently and safely move people and goods across Sydney.

Parked vehicles impact on the primary purpose of the state road. Roads and Maritime manage parking restrictions to ensure these roads are fulfilling their primary purpose across the state road network.

We understand that the new and extended clearway hours will change parking conditions in front of properties, which will cause some inconvenience for residents, visitors and business customers.

An independent traffic and parking study was completed in May 2015, and verified in 2018. This considered information on the number of vehicles parked on the Pacific Highway, as well as their duration of stay, to understand the changes that residents, visitors and business customers would need to make.

The study found that over this 5.5km corridor on the surveyed days, there were up to 36 vehicles on weekdays and up to 34 vehicles on weekends parked outside residential properties. The study also found that there were up to 65 vehicles on weekdays and up to 29 vehicles on weekends parked in retail and commercial areas, primarily around Pymble.

Following the installation of the new and extended clearways, all vehicles, including residents, would need to park in carparks, on private properties, in driveways or in local streets.

Our investigations indicate that sufficient parking is available close to businesses, in side streets and public carparks to offset the business parking being removed from Pacific Highway as part of the new and extended clearways.

## How will visitors, tradespeople and deliveries be able to park to access my property?

During clearway hours, tradespeople, delivery trucks and visitors are encouraged to park within properties where possible.

If parking is not available on your property, tradespeople, delivery trucks and visitors will need to park in local side streets and walk to your property. This is similar to all other state roads where clearways and 'No Stopping' restrictions are in place.

Deliveries that require vehicles to stop on Pacific Highway should be arranged outside the clearway hours.

## How will I get out of my driveway safely?

The removal of parked cars on the kerbside lane during the clearway hours would improve sight lines for vehicles exiting driveways and vehicles travelling along the kerbside lane and assist in reducing the risk of crashes.

Allowing the use of all lanes on Pacific Highway should improve the efficiency through existing intersections, allowing more vehicles to cross during each traffic signal cycle. This often results in 'platooning' where groups of vehicles travel closer together in bunches or platoons (i.e. groups of vehicles) at similar speeds with larger gaps between each platoon.

Larger gaps between platoons of vehicles allow more time to safely exit driveways or side streets, when compared with a steady stream of individual vehicles as observed when intersections and roads are not operating efficiently.

## What impacts will the clearways have on my property?

We understand that the new and extended clearway hours will change parking conditions in front of residential properties, which may cause some inconvenience for residents and visitors. However, the primary purpose of a state road such as the Pacific Highway corridor is to move people and goods efficiently across Sydney.

Any parking currently permitted on the state road is not specifically allocated to residents or properties. Parking impacts on the primary function of the road and Roads and Maritime change parking restrictions across the state road network to ensure they are meeting their primary purpose.

The introduction of new and extended clearways does not change the land use, land size or development capacity of your property.

## Concerns about speeding and road safety

Clearways will improve the flow of traffic along the road as all lanes of traffic will be available to road users.

The crash history for this section of the Pacific Highway corridor in the five-year period between 1 July 2012 to 30 June 2017 shows that there were 305 reported crashes, with more than half of these related to manoeuvring:

- 140 rear-end crashes (44%)
- 31 lane change (9.7%)
- 4 hit parked vehicle (1.3%)
- 2 vehicle leaving driveway (0.6%)

The introduction of clearways is expected to reduce the number of these types of crashes, as removing parked cars from the kerbside lane removes the need for road users to merge with moving traffic in the adjacent lane, resulting in a safer environment for road users. It also reduces the risk of vehicles being involved in side swipe crashes.

The NSW Police is responsible for monitoring the road network to ensure road users comply with all road rules and regulations. We encourage members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police.

Along this section of the Pacific Highway corridor there are fixed speed cameras between Gilda Avenue and Woodville Avenue, in the vicinity of Knox Grammar, Warrawee Public and Abbotsleigh Senior School Campus.

An initiative of the NSW Speed Camera Strategy allows anyone to nominate locations for speed camera enforcement by visiting [saferroadsnsw.com.au](http://saferroadsnsw.com.au). The information you provide, together with crash data and other road safety information will help to prioritise future locations for speed cameras in NSW.

## What else is Roads and Maritime doing to improve the traffic flow on Pacific Highway?

New and extended clearways have also recently been implemented on the Pacific Highway between Chatswood and Artarmon.

Roads and Maritime, under the NSW Government's \$300 million Urban Roads Pinch Point Program, is carrying out investigation work on Pacific Highway between Turramurra and Wahroonga.

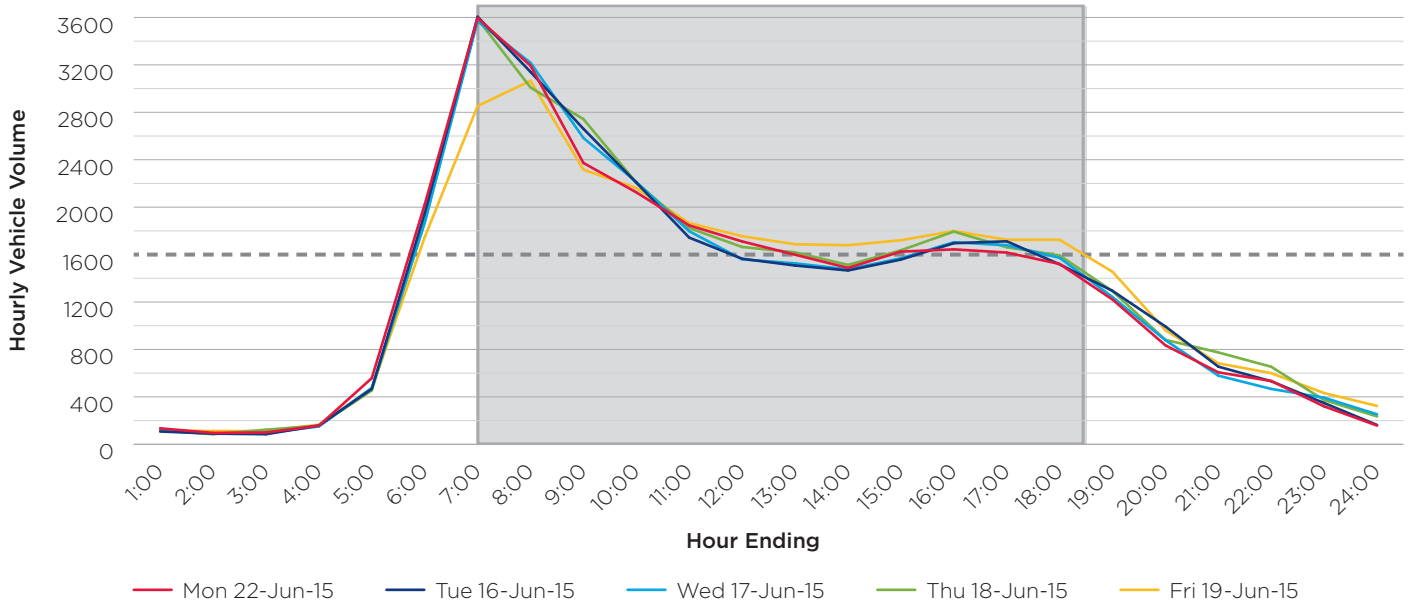
Work is also continuing on improvements to the pinch point at the Pacific Highway, Mona Vale Road and Ryde Road intersection to:

- reduce congestion by allowing motorists travelling northbound on the Pacific Highway to move through the intersection more freely
- improve traffic flow for motorists travelling eastbound from Pacific Highway onto Mona Vale Road
- help to prevent queueing southbound on Pacific Highway at the left turn onto Mona Vale Road
- improve safety on Pacific Highway for both north and southbound motorists turning east onto Mona Vale Road.

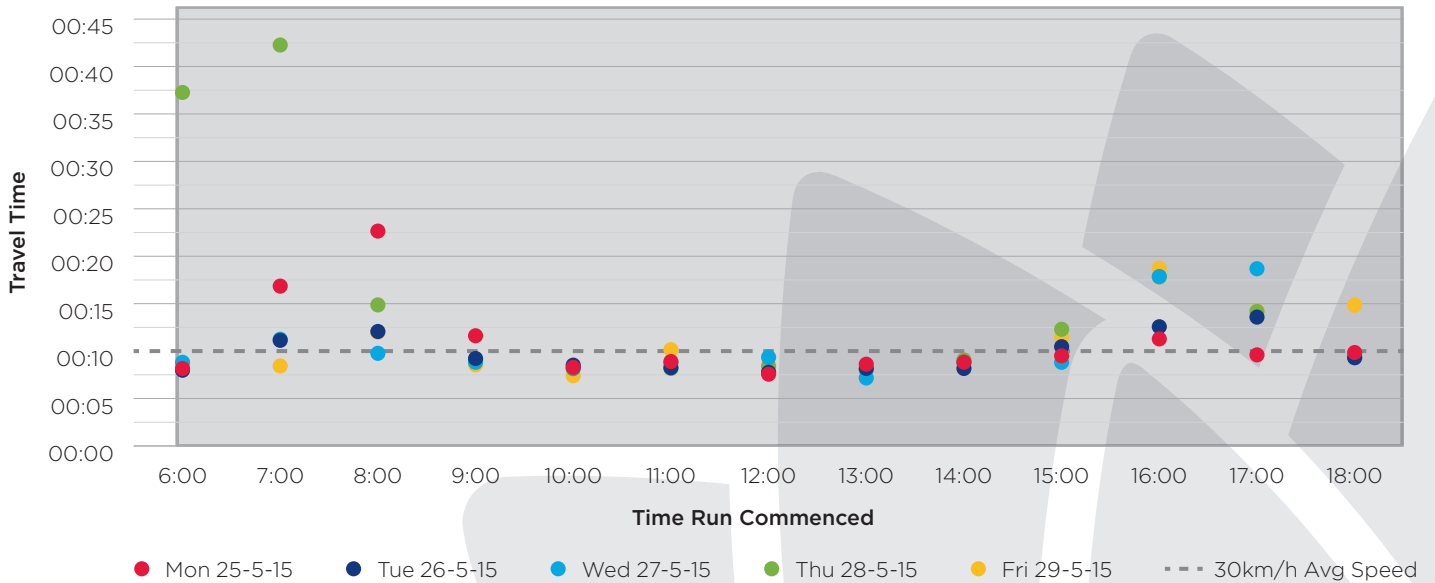
## Data Appendices

### Traffic volume and travel time on Pacific Highway

#### Southbound traffic volume on weekdays<sup>2</sup>



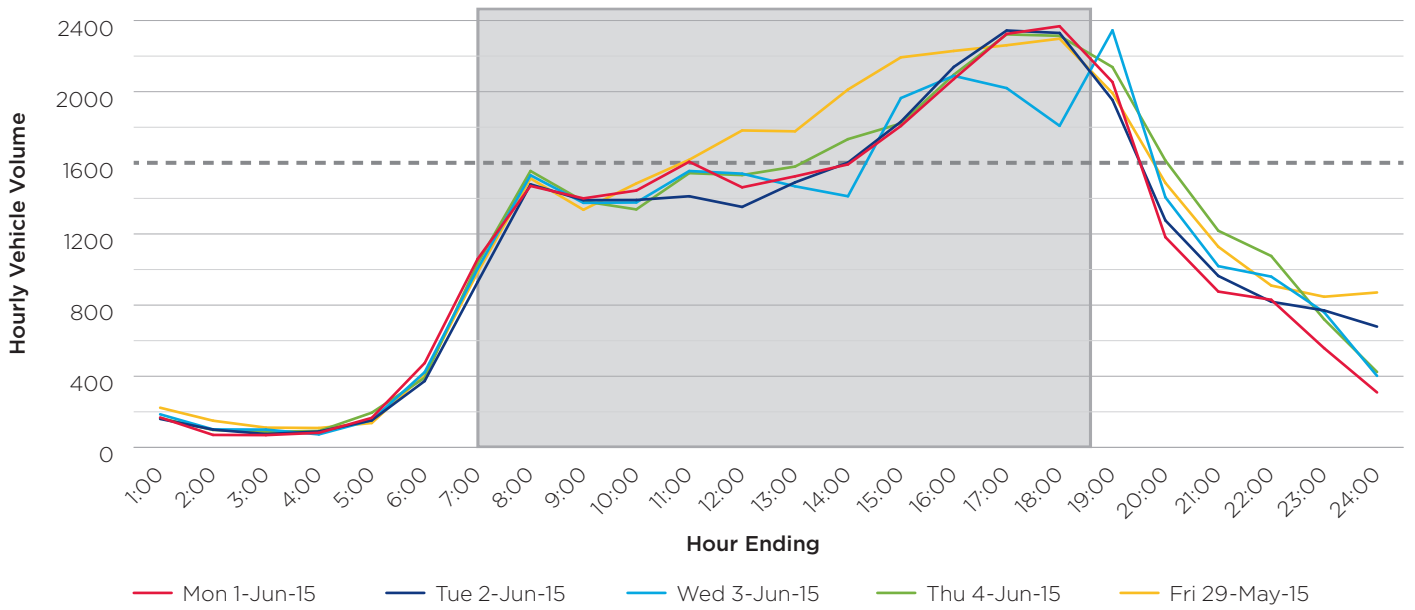
#### Southbound travel time on weekdays<sup>3</sup>



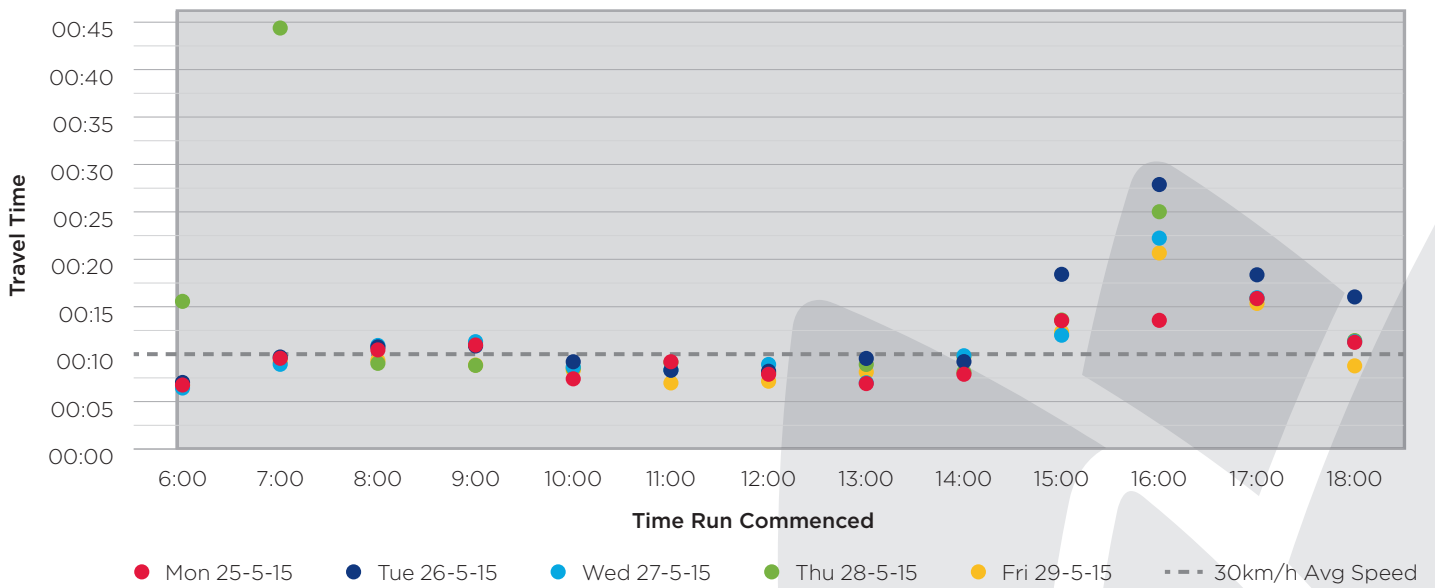
<sup>2</sup> Volume shown at 7 am is the volume between 6 am and 7 am. Data collected on Pacific Highway between Gilda Avenue and Munderah Street.

<sup>3</sup> Travel time of 10 min and 36 seconds is equivalent to a travel speed of 30km/h.

### Northbound traffic volume on weekdays<sup>4</sup>



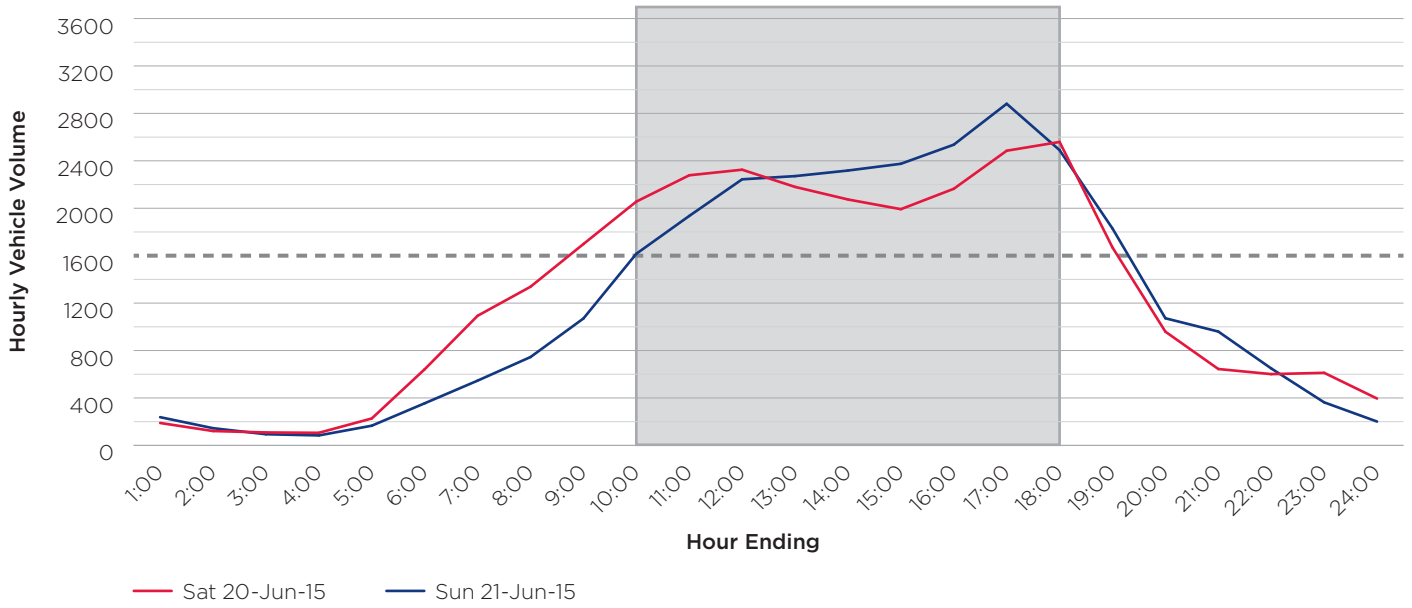
### Northbound travel time on weekdays<sup>5</sup>



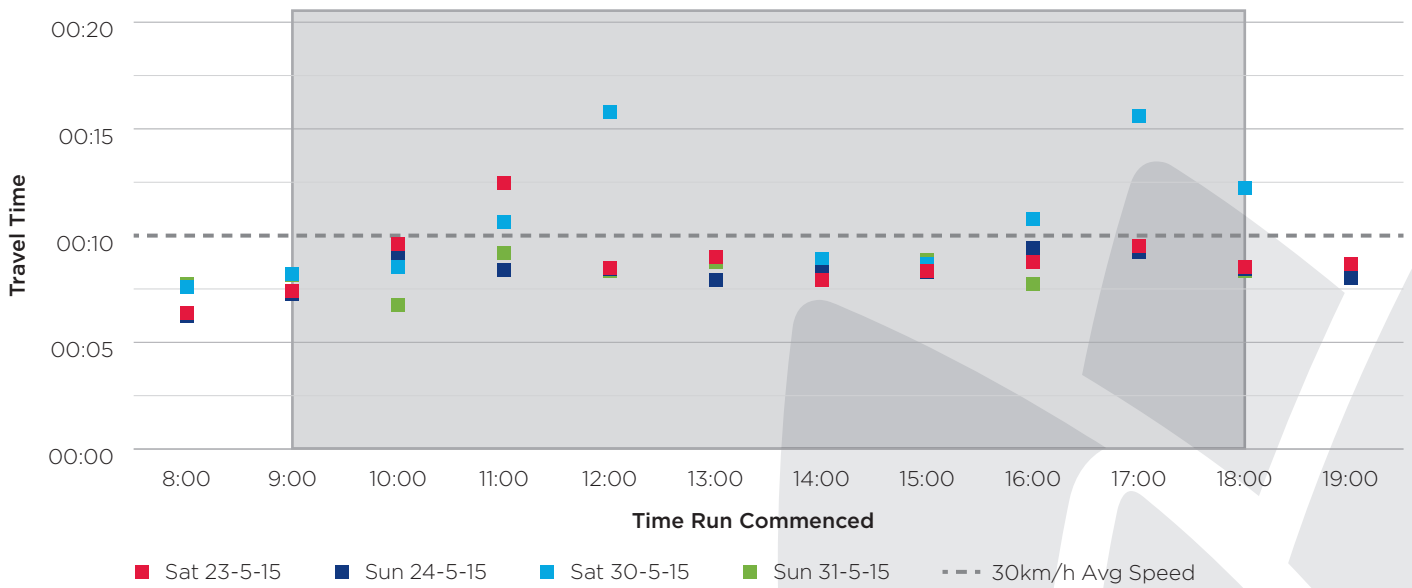
4 Volume shown at 7 am is the volume between 6 am and 7 am. Data collected on Pacific Highway between Gilda Avenue and Munderah Street.

5 Travel time of 10 min and 36 seconds is equivalent to a travel speed of 30km/h.

Southbound traffic volume on weekends<sup>6</sup>



Southbound travel time on weekends<sup>7</sup>



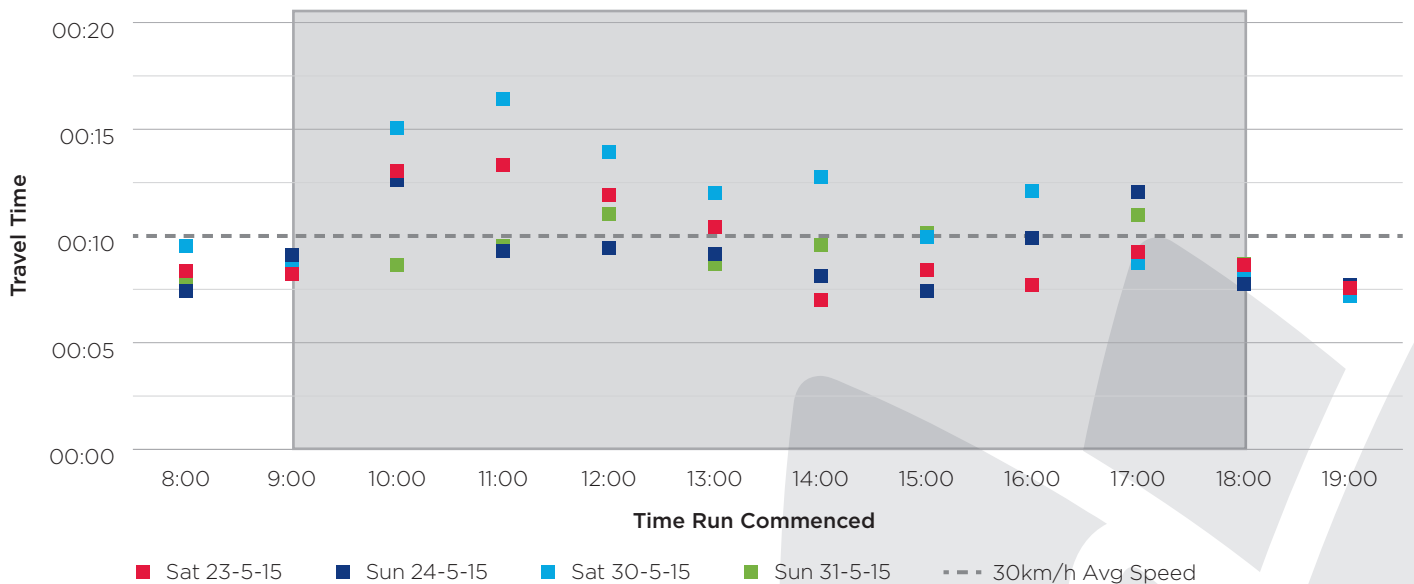
6 Volume shown at 10 am is the volume between 9 am and 10 am. Data collected on Pacific Highway between Gilda Avenue and Munderah Street.

7 Travel time of 10 min and 36 seconds is equivalent to a travel speed of 30km/h.

## Northbound traffic volume on weekends<sup>6</sup>



## Northbound travel time on weekends<sup>7</sup>



8 Volume shown at 10 am is the volume between 9 am and 10 am. Data collected on Pacific Highway between Gilda Avenue and Munderah Street.

9 Travel time of 10 min and 36 seconds is equivalent to a travel speed of 30km/h.



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