

Proposed new and extended clearways on Milperra Road and Canterbury Road

Engagement Report

Roads and Maritime Services | November 2019



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Executive summary

This engagement report provides a summary of Roads and Maritime Services' engagement with the community and key stakeholders on proposed alternative business customer parking for new weekend and extended weekday clearways on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park.

Milperra Road and Canterbury Road were identified in the Sydney Clearways Strategy (2013) for the investigation of new weekend and extended weekday clearways. The strategy aims to help manage congestion across the Sydney road network by introducing new and extended clearways on busy roads that play an important role in moving people and goods across Sydney.

The introduction of new weekend and extended weekday clearways on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park will create a link to the recent introduction of new and extended clearways on King Georges Road, Punchbowl to Blakehurst; Stacey Street, Bankstown to Padstow Heights; and Bexley Road, Campsie to Bexley.

Roads and Maritime Services' investigations found that new weekend and extended weekday clearways are required on Milperra Road and Canterbury Road to help ease congestion, improve journey reliability and improve safety. We actively investigated alternative customer parking options in the local area to minimise the impact on customers accessing businesses on the corridor, particularly businesses facing Canterbury Road between Jeffrey Street and New Canterbury Road.

In October 2019, Roads and Maritime Services informed the community and key stakeholders, including business owners, about the proposed new weekend and extended weekday clearways on Canterbury Road and Milperra Road (see Appendix A – Project Update October 2019 and Appendix B – Distribution Area).

In the announced proposal, the new weekend and extended weekday clearways would operate in both directions on Milperra Road between Henry Lawson Drive and Gibson Avenue, Milperra; and on Canterbury Road, between Gibson Avenue, Milperra and New Canterbury Road, Hurlstone Park. The new clearway hours are 6am to 7pm on weekdays and from 9am to 6pm on weekends and public holidays.

During the engagement period, we:

- doorknocked 42 businesses
- informed and engaged with over 126,235 customers
- notified over 23,260 local residents
- received 37 comments on the interactive map on our website
- received 11 items of correspondence, including one petition with 17 signatures
- received 3 feedback calls through the project hotline
- reached over 102,975 people on social media
- received over 116 reactions and 54 comments on social media with the majority supporting the proposal

The key matters raised included:

- Traffic flow along Canterbury Road and the congestion impact of right hand turns
- Concern for impact on local businesses through loss of customers due to proposed new parking restrictions on Canterbury Road and Milperra Road
- Support for clearways to ease traffic congestion
- Congestion issues near Canterbury Station with bus pick up and drop off.
- Impact on parking available in side streets
- Impact on parking for local residents

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

The decision

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

After considering the feedback received, we will proceed with the introduction of new weekend and extended weekday clearways on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park as shown in Table 1 below:

	Existing Clearways (both directions)	New Clearways (both directions)
Weekdays	6am-10am 3pm-7pm	6am-7pm
Weekends and public holidays	No clearways	9am-6pm

Table 1: Clearways hours on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park

Roads and Maritime Services carried out traffic and parking investigations and found that during the proposed clearways hours there is sufficient parking in existing council car parks and nearby side streets.

Despite having sufficient parking to offset business parking removed from Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park, we have actively looked at alternative business customer parking options to help customers find parking near local businesses.

During the engagement period, we received feedback from businesses and the community about the alternative business customer parking options.

Roads and Maritime Services have considered the feedback received and will continue to work with Canterbury Bankstown Council to convert some existing unrestricted parking spaces, on nearby local streets, to timed parking spaces during the new clearway hours on weekdays and weekends for the Canterbury shopping strip as follows:

- Minter Street South (corner Canterbury Road) – 4 x 1P
- Jeffrey Street (next to Aldi) – 5 x 1P
- Floss Street (corner Canterbury Road) – 5 x 1P

The new and extended clearways will be operational from 16 December 2019. We will continue to keep the community updated as this project progresses.

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Introduction

Background

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

The NSW Government's Future Transport 2056 outlines a number of responses to traffic congestion in Sydney, aimed at improving travel on Sydney's roads in both the short and the long term. One of the primary means to achieve this is the use of clearways.

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

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

The NSW Government has committed \$121 million to the Sydney Clearways Strategy which includes assisting local councils with alternative business customer parking solutions where feasible. So far, we have delivered over 655 kilometres of new and extended weekend and weekday clearways across the Sydney road network under the Sydney Clearways Strategy.

Milperra Road and Canterbury Road were identified in the Sydney Clearways Strategy (2013) for the investigation of new weekend and extended weekday clearways. This corridor plays an important role for moving people and goods across the Sydney road network. Milperra Road and Canterbury Road are important suburban bus routes identified in the Sydney's Bus Future (2013). The section of the corridor between Henry Lawson Drive and Fairford Road is categorised as a secondary freight road, and the section of the corridor between Fairford Road and New Canterbury Road is categorised as a tertiary freight road.

Traffic investigations carried out on February 2018 found that over 47,000 vehicles travel through Canterbury every day. Investigations also found that traffic flow in this section of Milperra Road and Canterbury Road have more than 800 vehicles per lane, per hour during peak times, generally travelling at less than 30km/h.

The investigations showed that Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park would benefit from new weekend and extended weekday clearways based on hourly traffic volumes and travel times.

The proposal

To support Sydney's growing population, the NSW Government is working towards delivering significant improvements to reduce Sydney's congestion.

The proposal was to introduce new weekend and extended weekday clearways on two important road corridors in the Sydney state road network:

- Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park.

The proposed clearways hours are:

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

A map of the corridor and the clearway hours are shown below.

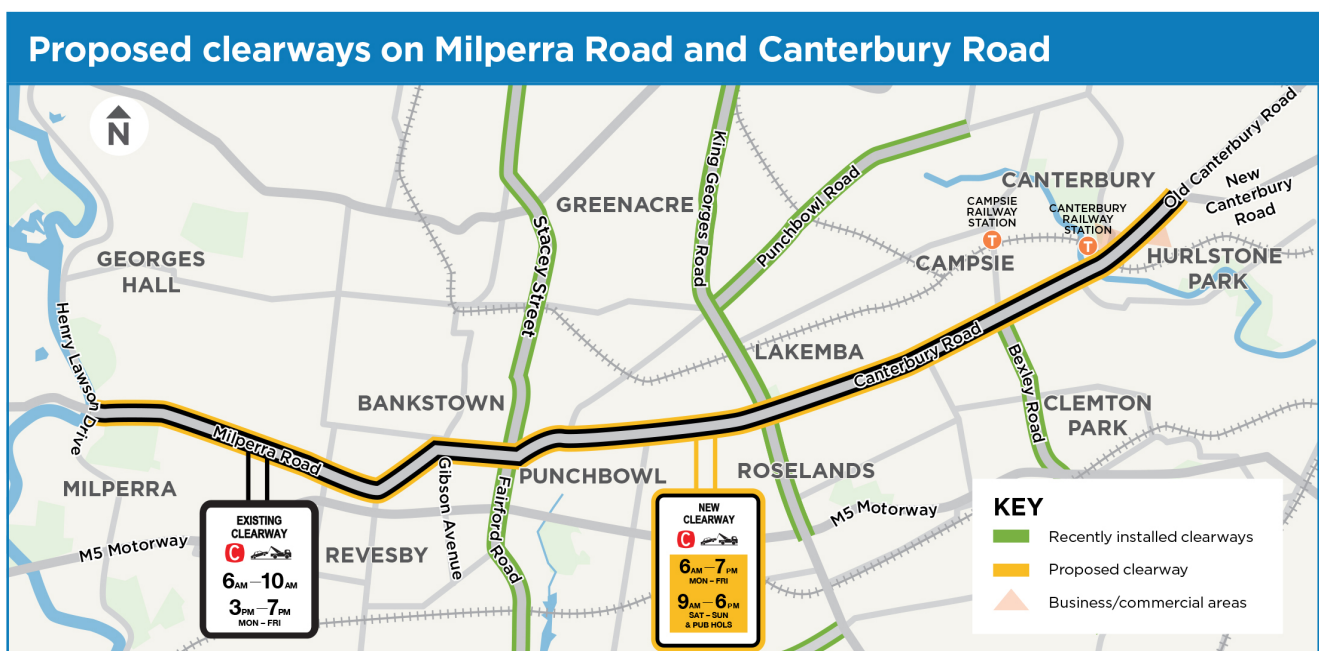


Figure 1: Proposed clearways on both sides of Milperra Road and Canterbury Road

The proposed clearways will connect and complement existing clearways in the surrounding state road network such as King Georges Road, Bexley Road and Stacey Street providing improved east-west connectivity.

In October 2019, Roads and Maritime sought feedback from the community, businesses and key stakeholders on the proposed alternative business customer parking options along Milperra Road and Canterbury Road.

Alternative business customer parking options

Roads and Maritime Services actively investigated alternative business customer parking on Milperra Road and Canterbury Road between Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park.

Based on our parking study, we proposed alternative business parking options on nearby local streets despite having sufficient business customer parking to offset parking removed from Milperra Road and Canterbury Road.

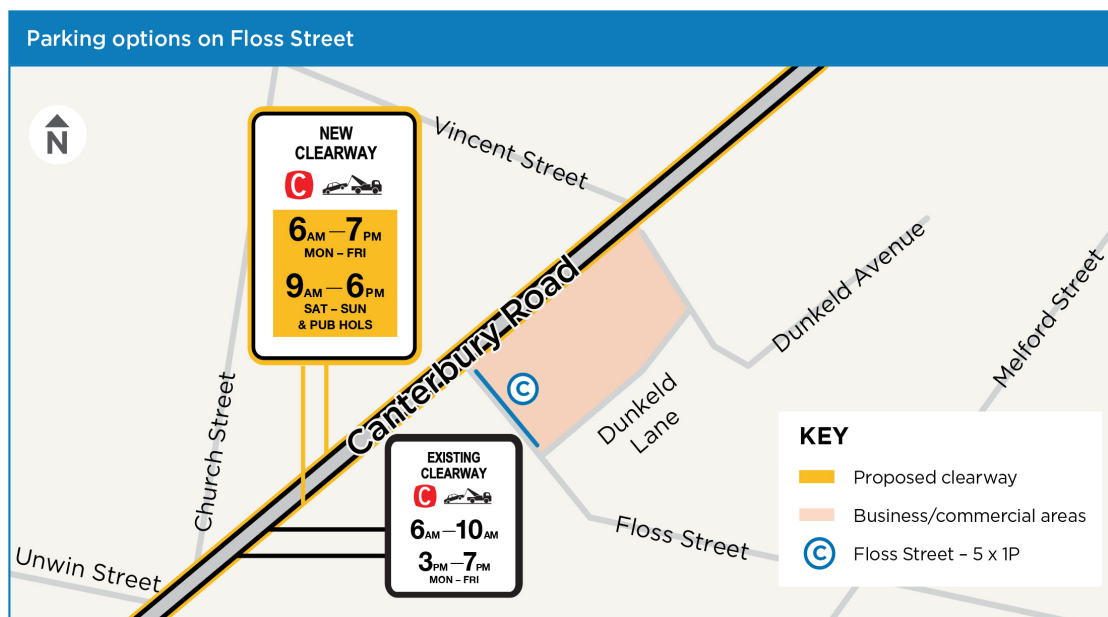
Area 1: Jeffrey Street and Minter Street – Canterbury shopping strip

- A. Jeffrey Street – convert five unrestricted parking spaces into 1P parking spaces
- B. Minter Street (south) – convert four unrestricted parking spaces into 1P parking spaces



Area 2: Floss Street

- C. Floss Street – convert five unrestricted parking spaces into 1P parking spaces



Engagement approach

Engagement objectives

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

This allows us to:

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

How engagement was done

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

- '**inform**' the community, businesses and other stakeholders on the proposed new weekend and extended weekday clearways, as these have been determined based on traffic volumes and travel times; and
- '**consult**' on alternative business customer parking to understand if there is sufficient parking in nearby side streets, and if there are other potential locations or options we need to consider to meet business customer parking demand along the corridor.

We commenced engagement with key stakeholders on 14 October 2019, and began engaging with the community and businesses on 15 October 2019. Feedback closed on 4 November 2019 (see Table 2).

Table 2 Community and stakeholder engagement timeline

Method	Event	Date
Notify State and Local Government	Member for Lakemba – Jihad Dib, MP	14 October 2019
	Member for Bankstown – Tania Mihailuk, MP	14 October 2019
	Meeting with Canterbury Bankstown Council - Council staff - Council Executive	8 August and 12 September 2019 27 September 2019
Project Update Distribution	Project Update (see Appendix A) distributed to 23,260 properties within the distribution area (see Appendix B).	15 -16 October 2019
Doorknock	Doorknocked businesses and organisations along Canterbury Road	15 -16 October 2019
Website	Project webpage with information, including the Project Update and interactive online map	15 October 2019
Social media post	Facebook posts (see Appendix D) to inform of the project with link to the project page.	15 October 2019 24 October 2019
Newspaper article	Publication in Canterbury Bankstown Express (see Appendix C).	16 October 2019
Close of feedback		4 November 2019
Briefing State and Local Government	Meeting with Canterbury Bankstown Council - Local Traffic Committee	12 November 2019
	Member for Canterbury – Sophie Cotsis, MP	27 November 2019

Engagement outcome

On 15 October 2019, Roads and Maritime Services informed the community and key stakeholders, including business owners and residents about new weekend and extended weekday clearways on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park. We also sought feedback from businesses and the community on the proposed alternative business customer parking options.

The community was informed through a Project Update (see Appendix A – Project Update October 2019) distributed to 23,260 properties (see Appendix B – Distribution Area) along the proposed clearways corridor and surrounding streets, a media release and an article in the local newspaper (see Appendix C – Newspaper Article July 2019).

As part of the engagement, 42 businesses and organisations were doorknocked and notified of the proposal. We received feedback from the community in phone calls, on an interactive map on the Roads and Maritime Services website and emails, including one petition with 17 signatures opposing the proposal (see Table 3 for details).

Two geo-targeted social media posts (see Appendix D – Social Media Post) were also published on Facebook. This enabled us to target the wider community and customers who travel along the road corridor to inform them of the changes and encourage feedback. The posts, which reached over 102,975 people, received a total of 116 reactions, the majority positive. There were 54 comments as of 4 November 2019.

Key matters raised include:

- Traffic flow along Canterbury Road and the congestion impact of right hand turns
- Concern for impact on local businesses through loss of customers due to proposed new parking restrictions on Canterbury Road and Milperra Road
- Support for clearways to ease traffic congestion
- Congestion issues near Canterbury Station with bus pick up and drop off
- Parking availability in side streets
- Impact on parking for local residents

Table 3 Community and stakeholder engagement outcome

Event type	Outcome
Doorknock	Doorknocked 42 businesses and organisations along Canterbury Road.
Customer engagement	Informed over 23,260 customers on 15 October 2019.
Interactive map on website	Received 37 comments from customers
Correspondence	Received 11 items of correspondence, including one petition with 17 signatures.
Phone calls	Received and returned 3 feedback calls through the project hotline to answer questions and encourage feedback.
Social media	Reached over 102,975 people on social media. Received over 116 reactions and 54 comments with the majority supporting the proposal.

Feedback and Roads and Maritime's response

Roads and Maritime Services has summarised the feedback received and provided responses below in Table 4. This report is made available to the public.


All feedback has been considered to help Roads and Maritime make decisions on the alternative business parking arrangements for new weekend and extended weekday clearways on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park.

Matters raised during engagement that are out of scope of this project have been forwarded to the relevant government agencies

Category	Feedback	Roads and Maritimes' response
Support for clearways	Love the idea of clearways. We support RMS communicating more with Council on getting more off street parking.	Roads and Maritime Services thank you for submission and acknowledge your support.
	A clearway on Canterbury Road is a fabulous idea especially on weekends.	
	Canterbury Road should be a clearway 24/7. I avoid it both weekdays and weekends.	
	The proposal is good. Would appreciate more side street parking.	
	Happy for extension to clearways on weekday afternoons.	
	An excellent proposal to extend clearway hours along this congested route.	
	It is a terrific idea to move traffic faster.	
	As a growing city that is fast becoming a 24/7 city, we need to keep traffic moving.	
Clearways justification and clearway hours	<p>Canterbury road is packed every day and needs access to two lanes to improve commute for all users.</p> <p>We oppose a clearway on weekdays, agree with weekends.</p>	The Sydney Clearways Strategy published in December 2013 identified over 1000 kilometres of state roads on key corridors across Sydney, which may benefit from the introduction of new and extended weekday and weekend clearways, to improve the movement of goods and people. Over 655 kilometres of new and extended weekday and

Category	Feedback	Roads and Maritimes' response									
	Don't see the point in having clearways on weekends.	weekend clearways have been installed across Sydney since 2013.									
	Consider a shorter period such as 6am-10am and 1pm-7pm	Clearways are aimed at improving the efficiency of a road by making the kerbside lane available to alleviate congestion. Clearways reduce congestion by making an additional lane available to traffic during clearways hours, and would improve journey times for over 47,000 motorists who travel on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park each day.									
	Extending clearway times on Canterbury Road will place enormous stress on residents, visitors and business.	<p>Motorists could enjoy smoother and more reliable journeys when driving on Milperra Road and Canterbury Road, knowing that there won't be any parked vehicles during clearways hours, as seen in the recently installed clearways through Wiley Park on King Georges Road.</p> <p>A vehicle parked or stopped in the kerbside lane disrupts the flow of traffic and reduces road capacity from two lanes into one lane, resulting in longer queues and the reduction in the number of vehicles moving through intersections on each green traffic light phase.</p> <p>A key consideration for introducing new or extended clearways is if directional traffic flow exceeds 800 vehicles per hour per lane, in accordance with the Australian Standards as shown in Table 5. Investigations into Milperra Road and Canterbury Road found that traffic flow in this section of Milperra Road and Canterbury Road have more than 800 vehicles per lane, generally travelling at less than 30km/h, per hour during peak time, per hour during peak times.</p> <p>Australian Standard AS2890.5-1993, Parking Facilities Part 5: On-street parking, Table 5 indicates the traffic volumes at which a clearway should start to operate to provide an extra lane available for moving traffic:</p> <table> <tr> <th>Total lanes available in one direction before clearway installed</th><th>One-way flow rate at which stopping is banned (vehicles/ hour)</th><th>Total lanes available in one direction after clearways installed</th></tr> <tr> <td>1</td><td>800</td><td>2</td></tr> <tr> <td>2</td><td>1,600</td><td>3</td></tr> </table>	Total lanes available in one direction before clearway installed	One-way flow rate at which stopping is banned (vehicles/ hour)	Total lanes available in one direction after clearways installed	1	800	2	2	1,600	3
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1	800	2									
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Category	Feedback	Roads and Maritimes' response
		<p>Table 5: Volume guidelines for the provision of clearways</p> <p>During our investigations, we concluded that traffic congestion would be improved if a clearway was introduced between 6am to 7pm weekdays and 9am to 6pm weekends. Clearway hours were selected based on the traffic volumes and travel times, as well as providing consistency with the surrounding network, in particular King Georges Road (A3).</p> <p>In addition, the project aligns with the Future Transport Strategy 2056's vision to provide better and safer journeys for transport customers around Sydney. A future direction under the Strategy is to optimise the network and make better use of existing infrastructure. The selected clearway hours for the proposal corridor contribute to optimising the existing State Road network and making better use of existing infrastructure.</p> <p>The new and extended clearways hours in this section of Milperra and Canterbury roads are:</p> <ul style="list-style-type: none"> • 6am to 7pm on weekdays • 9am to 6pm on weekends and public holidays in both directions. <p>Roads and Maritime found that there is sufficient parking in nearby side streets to meet demand for parking for customers of businesses on Canterbury Road. This has investigated by a parking study carried out over nine consecutive days to include demand over two weekends.</p> <p>Parking on Milperra Road and Canterbury Road will still be allowed after 7pm on weekdays and after 6pm on weekends.</p>

Category	Feedback	Roads and Maritimes' response
		 <p>Figure 1: Car merging into lane due to cars parked on Canterbury Road</p> <p>The new and extended clearways will be operational from 16 December 2019. We will continue to keep the community updated as this project progresses.</p>
Business parking, access and delivery	Relies on parking out the front of business for customers and deliveries.	Roads and Maritime Services understands it is important for customers to park near businesses.
	Timed parking isn't ideal as customers need to leave cars for long periods.	Roads and Maritime Services found there is sufficient parking in nearby side streets to accommodate business customers between 6am to 7pm weekdays and 9am to 6pm weekends as demonstrated by our parking study.
	There is no back street parking available for customers and staff.	While there is currently enough parking to offset business parking removed from the state road, we actively looked at various locations where business customer parking could be provided by introducing time restrictions for higher parking turnover close to businesses.
	Customers need access to parking on Canterbury Road particularly on weekends.	Through the engagement process, Roads and Maritime presented alternative business customer parking options to Canterbury Bankstown Council for consideration. We will continue to work with Canterbury Bankstown Council to implement the proposed parking changes to cater for short term customer parking in the area.
	The parking changes force further traffic into small side streets that are already clogged.	Parking is still allowed outside the new and extended clearway hours at Canterbury shops.
	Build a carpark to allow more parking in the area.	
	As a local business the proposed changes will have a profound negative effect. We need parking on Canterbury Road to allow	

Category	Feedback	Roads and Maritimes' response																																																																																
	<div>customers access to our business. There is no side street parking it is always full.</div> <div>Although we have parking on the property, it is not enough to cope with customer demand. Canterbury Road has extra parking that we desperately need, especially on Saturdays.</div>	<div><p>Figure 3.34: Canterbury Road (Area 3) Demand and Suitable Vacancies – Sat 24/02/2018</p><table border="1"><thead><tr><th>Time</th><th>State Road Demand</th><th>Side Street Vacancies</th><th>Side Street Supply</th></tr></thead><tbody><tr><td>8:00</td><td>2</td><td>24</td><td>66</td></tr><tr><td>9:00</td><td>6</td><td>24</td><td>66</td></tr><tr><td>10:00</td><td>8</td><td>22</td><td>66</td></tr><tr><td>11:00</td><td>3</td><td>21</td><td>66</td></tr><tr><td>12:00</td><td>3</td><td>21</td><td>66</td></tr><tr><td>13:00</td><td>4</td><td>22</td><td>66</td></tr><tr><td>14:00</td><td>2</td><td>27</td><td>66</td></tr><tr><td>15:00</td><td>4</td><td>29</td><td>66</td></tr><tr><td>16:00</td><td>5</td><td>24</td><td>66</td></tr><tr><td>17:00</td><td>5</td><td>24</td><td>66</td></tr><tr><td>18:00</td><td>6</td><td>21</td><td>66</td></tr><tr><td>19:00</td><td>8</td><td>25</td><td>66</td></tr></tbody></table></div> <div><div><p>Figure 3.36: State Road (Area 3) – Weekends</p><table border="1"><thead><tr><th>Duration</th><th>Percentage</th></tr></thead><tbody><tr><td>1h</td><td>75%</td></tr><tr><td>2h</td><td>15%</td></tr><tr><td>3h</td><td>3%</td></tr><tr><td>4h</td><td>2%</td></tr><tr><td>5h</td><td>1%</td></tr><tr><td>6h</td><td>1%</td></tr><tr><td>8h+</td><td>1%</td></tr></tbody></table></div><div><p>Figure 3.37: State Road (Area 3) - Weekdays</p><table border="1"><thead><tr><th>Duration</th><th>Percentage</th></tr></thead><tbody><tr><td>1h</td><td>82%</td></tr><tr><td>2h</td><td>14%</td></tr><tr><td>3h</td><td>2%</td></tr><tr><td>4h</td><td>1%</td></tr><tr><td>5h+</td><td>1%</td></tr></tbody></table></div></div>	Time	State Road Demand	Side Street Vacancies	Side Street Supply	8:00	2	24	66	9:00	6	24	66	10:00	8	22	66	11:00	3	21	66	12:00	3	21	66	13:00	4	22	66	14:00	2	27	66	15:00	4	29	66	16:00	5	24	66	17:00	5	24	66	18:00	6	21	66	19:00	8	25	66	Duration	Percentage	1h	75%	2h	15%	3h	3%	4h	2%	5h	1%	6h	1%	8h+	1%	Duration	Percentage	1h	82%	2h	14%	3h	2%	4h	1%	5h+	1%
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	<div>Opposes having 4 x 1P on Minter St, instead having 2 x 1P.</div> <div>Minter Street is a small one-way street. Residents and businesses already park here.</div>	<div>The parking locations on local roads have been identified as close as possible to businesses, while minimising the impact on residential properties.</div> <div>Proposed parking changes are based on the demand for parking being removed from the state road. The proposed parking changes are for the purpose of providing customer parking for businesses as close as possible to the shops, which should minimise impacts from the implementation of the Clearway.</div>																																																																																

Category	Feedback	Roads and Maritimes' response
Residential parking, access and delivery	No parking in side streets.	<p>Roads and Maritime Services understand that the new and extended clearway hours will change parking conditions in front of properties, which may cause some inconvenience for residents and visitors. However, the primary purpose of State Roads such as Milperra Road and Canterbury Road is to move people and goods efficiently across Sydney.</p> <p>The parking locations on local roads have been identified as close as possible to businesses, while minimising the impact on residential properties.</p> <p>Any parking currently permitted on a road is not specifically allocated to residents or properties. Parking impacts on the primary function of the road, and Roads and Maritime Services change parking restrictions across the State Road network to ensure they are meeting their primary purpose.</p> <p>During clearway hours, tradespeople, delivery trucks and visitors are encouraged to park within properties where possible. If parking is not available on your property, they will need to park in local side streets and walk to your property.</p> <p>This is similar to all other State Roads where clearways and 'No Stopping' restrictions are in place such as Stacey Street and King Georges Road.</p> <p>Under NSW road rules, buses and taxis are allowed to stop on a clearway to drop off or pick up passengers. However, hire cars, including ride-sharing services, are not permitted to drop off or pick up passengers in a clearway.</p> <p>Emergency vehicles and registered postal vehicles accessing a public post box are exempt from clearways restrictions.</p>
	Concerned with the lack of parking available in the back streets, particularly Unwin Street.	
	The parking on these streets is already congested due to commuters parking near Canterbury Station	
	I can no longer conveniently park outside my home due to the extended clearway hours.	
	It will make it difficult for visitors to park	
	I am totally against the proposal as we can't find parking on the side street now.	
	Side streets are already full and packed as it is. Visitors will have no space to park either.	
	Carrying heavy items such as shopping along Canterbury Road is not ideal, especially when needing to make a couple of trips.	Deliveries that require vehicles to stop on Milperra Road and Canterbury Road should be arranged outside the clearway hours when the impact on road users can be minimised.
Safety	Having cars parked in front of the business provides a 'buffer' safety zone.	<p>The removal of parked cars on the kerbside lane during the clearway hours will improve sight lines for vehicles travelling along the kerbside lane.</p> <p>The introduction of clearways is expected to reduce the number 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.</p> <p>Relocating parking from the State Road onto side streets may provide a safer parking</p>
	Inappropriate and increased driving risks when cars are changing lanes on multiple occasions, potentially putting pedestrians at risk.	

Category	Feedback	Roads and Maritimes' response
		<p>environment than currently provided, as pedestrians will not be getting in/out of parked vehicles adjacent to busy traffic lanes. Additionally, the need for through traffic to weave and change lanes to manoeuvre around parked vehicles will be alleviated during clearway operation.</p> <p>Traffic signals for pedestrians are located on busy roads to stop vehicles and allow people on foot to cross safely. Pedestrians are advised to use the nearest pedestrian crossing, or pedestrian bridge, wherever possible.</p>
Congestion at intersections	Dangerous intersection with Jeffrey Street with two lanes merging into one.	We thank you for providing feedback on the current operation of the road network within the vicinity of Canterbury Road. Roads and Maritime will forward the suggestions to the relevant department within Transport for NSW for further consideration.

Out of Scope

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

Table 2 - Feedback received that was out of scope

Category	Feedback	Roads and Maritimes' response
Public transport	There is no pull-in lane for buses at Canterbury station.	We have directed your feedback in relation to this matter to the relevant department within Transport for NSW, for consideration.
	Buses stopping near Broughton street obstruct traffic in peak hour and weekends	
	Need more bus routes connecting Canterbury Hospital with Royal Prince Alfred Hospital, Concord Hospital and the CBD.	
	Better public transport connecting Belmore with the inner west such as Ashfield, Stanmore and Enmore.	
	Right turning vehicles and bus stops at several intersections are causing congestion.	
Pedestrian crossing	I would like more pedestrian friendly crossings. Currently they are only on one side of signalled intersections making crossing Canterbury Road slow.	We thank you for your suggestions to improve pedestrian safety, and will forward your suggestions to the relevant department within Transport for NSW for further consideration. Where vehicles are driving through red lights, please notify the police immediately. In addition an ongoing local pedestrian safety issue can be raised with Canterbury Bankstown Council.
	I understand Canterbury Road is an important route, but when the existing pedestrian crossings were built, there weren't as many apartment buildings here.	
	Install pedestrian barriers on the southbound footpath of Canterbury Rd opposite Canterbury Station, and the railway bridge.	

Category	Feedback	Roads and Maritimes' response
	<p>Footpath at the pedestrian crossing is very narrow, and cars frequently run red lights through pedestrians at peak hour</p> <p>Widen the footpath on the eastern side of Canterbury Road, opposite the station, or build underpass access into the station.</p> <p>Put barriers in the middle of Canterbury Road to stop jay walkers and to stop oncoming traffic straying over the lines. Improve pedestrian barriers on Canterbury Road.</p>	
Parking	Parking at Canterbury Hospital should be free. Staff and customers are using streets around the hospital to park their cars rather than using the hospital parking. It puts enormous pressure on Tudor Street. The council parking on Tourack Road needs a major overhaul and extension.	Tudor Street and Tourack Road are local roads under the care of Canterbury Bankstown Council. This feedback has been passed onto council for consideration.
Local Council	Canterbury Bankstown Council should introduce restricted time/residential parking around Canterbury Station, to protect access to amenities for residents and rate payers.	These issues are not within the scope of our project. We have passed this feedback onto Canterbury Bankstown Council for consideration.
Traffic improvements	<p>Widen the road at the south eastern side of Canterbury Road so there can be a dedicated right hand turn lane onto Broughton Street.</p> <p>As more apartments built, there is an increase in traffic on Broughton street at the Canterbury Rd intersection. At the moment, there is only one right turn lane onto Canterbury Road. Both lanes should have right turn, as during the morning and</p>	We thank you for providing feedback on the current operation of the road network within the vicinity of Canterbury Road. Roads and Maritime will forward the suggestions to the relevant department within Transport for NSW for further consideration.

Category	Feedback	Roads and Maritimes' response
	afternoon peak there are a lot of cars trying to turn right.	
	Put a "KEEP CLEAR" sign at the intersection of Jeffery Street and Pierson Lane as cars northbound struggle to turn right onto Pierson Lane as traffic is queued across this intersection. A lot of cars turn into Pierson Lane queueing across the intersection, causing extensive traffic.	
	Remove right turn from Canterbury Road into Ernest Street. It is immediately after a signalised intersection, increasing the likelihood of rear end/lane change crashes. It causes long delays for Canterbury Road when heavy traffic starts moving.	
	Right turn bay from Canterbury Road into Kingsgrove Road is required as people turn here in every signal cycle and drivers always weave into the left lane.	
	The right turn lane from Milperra road to Ashford Avenue needs to be extended (heading east) as it overflows into the right lane traveling east, backing up traffic.	
	Install traffic lights at the Canterbury Road, Close Street and Charles Street intersections. There are a set of lights across Canterbury Road between Allen and Northcote that are mostly used by pedestrians. Move those lights to the Allen street intersection.	

Category	Feedback	Roads and Maritimes' response
Safety	I live 70m off Canterbury Rd and cars are travelling at about 100 km/hr. We've asked for speed humps as we have young children.	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.
Road Maintenance	Canterbury Road is in terrible condition with a lot of paves and bumpy holes on the road which makes it very unsafe to drive.	Roads and Maritime will forward the suggestions to the relevant department within Transport for NSW and Council for further consideration. Alternatively, you could provide your feedback and suggestions on the Roads and Maritime Roads website on: https://www.rms.nsw.gov.au/roads/index.html
Environmental impact	So much over-development with no environmental consideration. The air is terrible. More trees are needed for the corridor with so much urban development, and multi-purpose vertical living.	These issues are not within the scope of our project. We have passed this feedback onto Canterbury Bankstown Council for consideration.
Traffic lights	<p>Extend green light on Jeffery Street. During the afternoon peak, the green light at Jeffery Street is very short. This is resulting in traffic queuing onto King Street in the worst cases.</p> <p>On weekdays, there is a lot of traffic turning right from Fore Street onto Canterbury Road. Make the right turn light longer to ease the congestion on Fore Street.</p>	<p>We thank you for providing feedback on the current operation of the road network within the vicinity of Canterbury Road. Roads and Maritime will forward the suggestions to the relevant department within Transport for NSW for further consideration.</p> <p>Traffic signals in NSW are part of the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on current traffic flows. Sensors embedded beneath the road measure the number and density of traffic approaching the lights in each direction and allocate green lights accordingly. The length of time the lights stay green vary in response to changing traffic conditions to balance the needs of all road users on the state road network, particularly busy corridors such as King Georges Road during peak hours.</p> <p>The implementation of clearways has shown a more efficient operation of existing traffic signals, with more vehicles passing through intersections during each cycle.</p> <p>More information on SCATS can be found on the Roads and Maritime Services website at www.rms.nsw.gov.au/scats</p>

Decision

Roads and Maritime Services would like to thank everyone who took the time to consider our proposal and provide feedback.

After considering the feedback received, Roads and Maritime Services will proceed with the new weekend and extended weekday clearways on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park with some changes to parking on nearby side streets.

The new clearways hours on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park will operate in both directions from:

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

Parking changes on side streets (Subject to Council approval):

- Minter Street (south) – convert four unrestricted parking spaces into 1P parking spaces
- Jeffrey Street – convert five unrestricted parking spaces into 1P parking spaces
- Floss Street – convert five unrestricted parking spaces into 1P parking spaces

All other parking restrictions on Milperra Road and Canterbury Road from Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park will remain unchanged outside the clearways hours.

Roads and Maritime Services have considered the feedback received and will continue to work with Canterbury Bankstown Council to implement the revised parking changes in Minter Street (south), Jeffrey Street and Floss Street by converting 14 unrestricted parking spaces into 1P parking spaces to cater for short-term business customer parking.

The new and extended clearways will be operational from 16 December 2019. We will continue to keep the community updated as this project progresses.

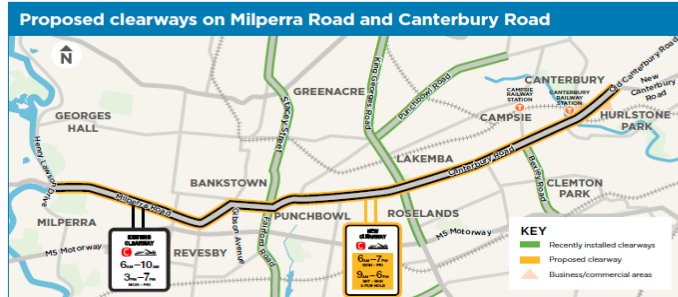
Appendix A – Project Update October 2019



Proposed new and extended clearways on Milperra Road and Canterbury Road

Henry Lawson Drive, Milperra to New Canterbury Road, Hurlstone Park
Project Update | October 2019

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.



To support Sydney's growing population, the NSW Government is working towards delivering significant improvements to reduce Sydney's congestion.

We are proposing to introduce new weekend and extended weekday clearways along an important Sydney road corridor including:

- Milperra Road between Henry Lawson Drive and Gibson Avenue, Milperra
- Canterbury Road between Gibson Avenue, Milperra and New Canterbury Road, Hurlstone Park

The proposed clearways hours are:

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

The proposed clearways on Milperra Road and Canterbury Road would help **improve journey times** by making an additional lane available to traffic during clearway times, which reduces congestion and helps drivers get to their destination sooner.

Clearways have an immediate **positive impact on traffic flow** as they utilise existing road space without the need for road construction.

Parking will still be allowed on Milperra Road and Canterbury Road outside of the proposed clearways hours in sections where it is currently available.

Alternative business parking options

The NSW Government has looked at alternative business customer parking during the proposed new and extended clearways hours, to ensure there is parking for business customers along the Milperra and Canterbury roads corridor.

We are working with Canterbury Bankstown Council to further develop alternative business customer parking options. The proposal includes converting some existing unrestricted parking spaces to timed parking spaces during new clearway hours on weekdays and weekends for the Canterbury shopping strip:

- Minter Street South (corner Canterbury Road) – 4 x 1P
- Jeffrey Street (next to Aldi) – 5 x 1P
- Floss Street (corner Canterbury Road) – 5 x 1P

Details of the alternative business customer parking are shown on the maps.

We are asking for your feedback on the proposed alternative business customer parking arrangements.

All proposed changes to side street parking will be subject to council approval.

What happens next?

We invite your feedback on the proposed alternative business customer parking options by **Monday 4 November 2019**.

Please send your comments to clearways@rms.nsw.gov.au, call 1300 706 232 or leave a comment on our online map located at: rms.nsw.gov.au/canterbury-rd-clearway

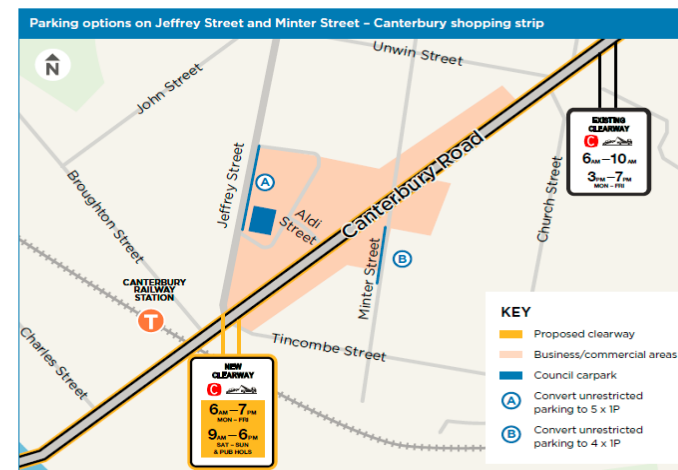
We will consider your feedback and continue to update you as the project progresses.

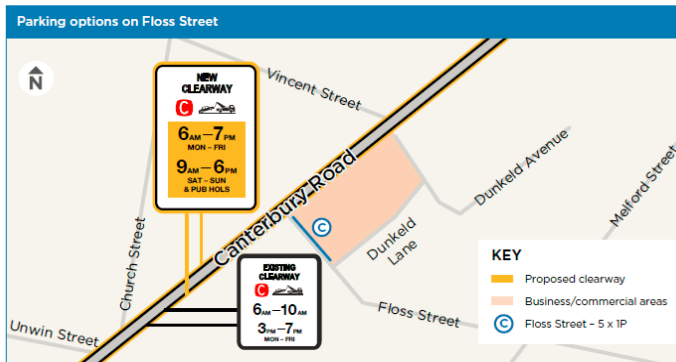
As a resident, visitor or business customer, what does this mean for me?

The new and extended clearways will change the ability to park or pick up and drop off family, friends and deliveries in front of properties along the corridor.

If you currently live, shop or visit places on this corridor, you will need to reconsider where to park during the clearway hours.

If you do not have a driveway, garage or carport on your property, local streets are available for you to park during the clearway hours subject to any council restrictions. Outside the clearway hours, existing parking restrictions will remain in place.





Traffic queues waiting for a car to park in the proposed Clearway area.

What is a clearway?

A clearway is a section of road where stopping and parking is not allowed during the times shown on the clearway sign.

Clearways are put on key arterial roads where traffic is often heavy and congested. They help keep vehicles moving by making all lanes available to motorists.

The only exception is the stopping of buses and taxis dropping off or picking up passengers as well as emergency vehicles and postal vehicles accessing a public post box.

The new clearways will help to improve traffic flow and reduce delays by removing parking and allowing us to tow vehicles that stop illegally or break down.

If you park in a clearway during the clearway hours, your risk being fined and your vehicle can be towed.



A car blocks a traffic lane on a busy section of Canterbury Road

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.

Key benefits

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.

Contact us

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

1300 706 232

clearways@rms.nsw.gov.au

rms.nsw.gov.au/clearways

Online map:
rms.nsw.gov.au/canterbury-rd-clearway



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 كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفوية (TIS National) على الرقم **131 450** والطلب منهم الاتصال بوكالتهم Roads and Maritime Services على الرقم 1300 706 232.

Cantonese

若您需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 1300 706 232 聯絡 Roads and Maritime Services。

Mandarin

如果您需要口譯員，請致電 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 1300 706 232 联系 Roads and Maritime Services。

Greek

Αν χρειάζεστε διερμηνέα, παρακαλείσθε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (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

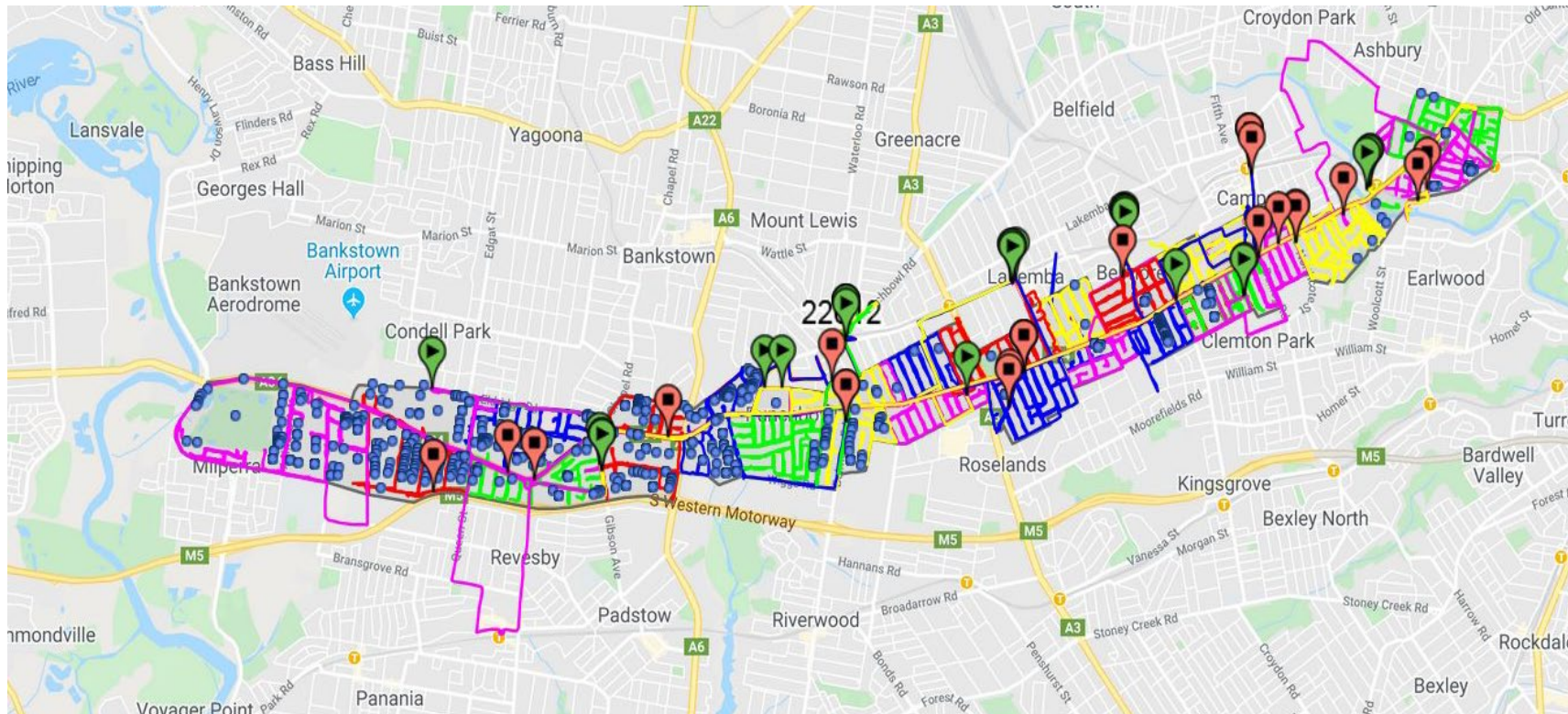
Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 1300 706 232.



October 2019

Privacy Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPPI Act") which requires that we comply with the Information Privacy Principles set out in the PPPI Act. All information in correspondence is collected for the sole purpose of delivering this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at 27 Argyle Street, Parramatta 2124 NSW. You have the right to access and correct the information if you believe that it is incorrect.

Appendix B – Distribution Area



Appendix C – Newspaper Article October 2019

Faster journeys in sight for motorists in Canterbury, Milperra

Lawrence Machado, Canterbury-Bankstown Express

October 16, 2019 12:04pm

Traffic is expected to flow faster once clearways are approved for Canterbury and Milperra roads.

According to Roads and Maritime Services, around 50,000 vehicles use Canterbury Rd and Milperra Rd each day, making them among the busiest in the area.

The plans will improve traffic flow from Milperra to Hurlstone Park, with RMS using clearways to give long suffering motorists a quicker drive.



Clearways will be used to speed up traffic flow on Canterbury Rd.

The clearways will be between Gibson Ave, Milperra and New Canterbury Rd, Hurlstone Park and between Henry Lawson Drive and Gibson Ave, Milperra.

The clearways will operate on both roads from 6am to 7pm on weekdays while on weekends and public holidays, this applies from 9am to 6pm.

Parking will still be allowed on Milperra and Canterbury roads outside of the proposed clearways hours in sections where it is available.

It is expected to free up the roadways through Punchbowl, Campsie and Canterbury.

According to Infrastructure Australia, the cost of Sydney's congestion in 2016 was a staggering \$6.6 billion.

A RMS spokesman said more than 650km of new and extended weekday and weekend clearways have been installed since 2013 in NSW.

Appendix D – Social Media Post





1300 706 232



clearways@rms.nsw.gov.au



Clearways project team
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www.rms.nsw.gov.au/clearways

November 2019

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