



Proposed new and extended clearways and alternative business customer parking on Stoney Creek Road and Forest Road

Engagement Report

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1 Executive summary

This engagement report provides a summary of Transport for NSW's (TfNSW) engagement with the community and key stakeholders on proposed alternative business customer parking for new weekend and extended weekday clearways on Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe.

Stoney Creek Road and Forest 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 Stoney Creek Road and Forest Road from Beverly Hills to Arncliffe will connect and complement existing clearways in the surrounding state road network such as Henry Lawson Drive, King Georges Road, Bexley Road and Marsh Street. This will support improved east-west connectivity to Sydney Airport and Sydney CBD. TfNSW investigations found that new weekend and extended weekday clearways are required on Stoney Creek Road and Forest Road to help ease congestion, improve journey reliability and improve safety. We actively investigated alternative business customer parking options in the local area to minimise the impact on customers accessing the local shops.

In July and August 2019, TfNSW informed the community and key stakeholders, including business owners about the new weekend and extended weekday clearways on Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe. We also asked for feedback from businesses and the community on the proposed alternative business customer parking options along Stoney Creek Road at Hurstville and Kingsgrove, and along Forest Road at Bexley and Arncliffe (see Appendix A – Project Update July 2019 and Appendix B – Distribution Area).

In the announced proposal, the new weekend and extended weekday clearways would operate in both directions on Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe from 6am to 7pm on weekdays and from 9am to 6pm on weekends and public holidays.

During the engagement period, we:

- doorknocked 129 businesses
- informed and engaged with over 600 customers
- received 90 feedback forms
- received 149 items of correspondence including two petitions with over 500 signatures
- received 18 feedback calls through the project hotline
- reached over 395,00 people on social media
- received over 13,206 reactions, and 236 comments on social media with the majority supporting the proposal.

The key matters raised included:

- support for the new weekend and extended weekday clearways
- demonstrated need for clearways
- concerns about business customer parking
- timed parking in side streets
- residential parking.

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

1.1 The decision

TfNSW would like to thank everyone who provided feedback.

Notwithstanding that our investigations concluded that traffic congestion would be improved if clearways were introduced between 6am to 7pm weekdays and 9am to 6pm weekends, after considering all feedback received, TfNSW will be proceeding with the following:

- i. On Stoney Creek Road between King Georges Road, Beverly Hills and Kingsgrove Road, Kingsgrove:
 - 6am to 7pm clearways on weekdays
 - 9am to 6pm clearways on weekends and public holidays.
- ii. On Stoney Creek Road and Forest Road between Kingsgrove Road, Kingsgrove and the M5 East Motorway, Arncliffe:
 - 6am to 10am weekday clearways both directions
 - 3pm to 7pm weekday clearways both directions.

For the section of the corridor between Kingsgrove Road and the M5 East Motorway, in addition to the new weekday peak clearways, TfNSW is introducing new timed 'No Stopping' restrictions where parking impacts congestion. These changes will allow traffic to travel in the kerbside lane and safely pass vehicles waiting to turn right into side streets, and to improve the traffic throughput at key intersections.

In relation to alternative business customer parking, during the engagement period we received and considered feedback from businesses, council and the community about the parking options proposed. TfNSW will be proceeding as follows:

- i. For Stoney Creek Road between King Georges Road and Kingsgrove Road, we will continue to work with Georges River Council to convert five unrestricted parking spaces on Donald Street into 1P spaces for business customer parking.
- ii. For Stoney Creek Road and Forest Road between Kingsgrove Road and the M5 East Motorway, no alternative business customer parking on local side streets will be implemented in Bayside LGA at this point in time. We will keep the community informed if there are further parking changes.

The revised clearways hours from 6am to 10am and 3pm to 7pm in both directions balance the need to move motorists, public transport users, goods and freight efficiently on the state road network with the local need to access shops and services.

We will continue to work with Bayside Council to consider any suitable side street parking changes to support local businesses (including parking wayfinding).

The new and extended clearways will be operational from **Monday 17 February 2020**.

TfNSW will continue to monitor traffic conditions on Stoney Creek Road and Forest Road between Kingsgrove Road and the M5 East Motorway, and will inform the community if and when further traffic improvements or changes are needed to address congestion and delays. We will continue to keep the community updated as this project progresses.

2 Introduction

2.1 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 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.

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.

Stoney Creek Road and Forest 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. Stoney Creek Road and Forest Road are important suburban bus routes identified in the Sydney's Bus Future (2013) and Forest Road is categorised as a tertiary freight corridor.

Traffic investigations carried out between 2017 and 2018 found that there are over 30,000 vehicles that travel on Stoney Creek Road and Forest Road each day. The investigations showed that Stoney Creek Road and Forest Road would benefit from new weekend and extended weekday clearways based on hourly traffic volumes and travel times.

2.2 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:

- Stoney Creek Road between King Georges Road, Beverly Hills and Forest Road, Bexley
- Forest Road between Stoney Creek Road, Bexley and the M5 East Motorway, Arncliffe

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 proposed clearway hours are shown in Figure 1 below.

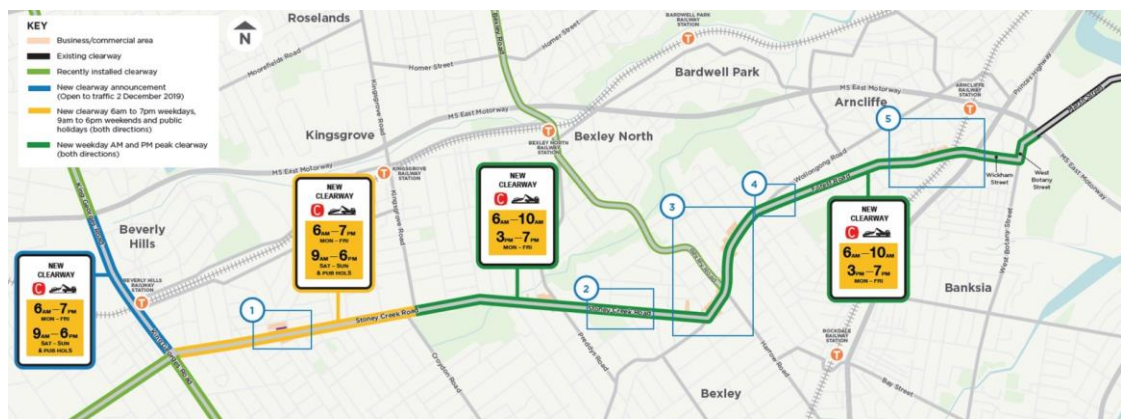


Figure 1: Proposed clearways on Stoney Creek Road and Forest Road

The proposed clearways will connect and complement existing clearways in the surrounding state road network such as Henry Lawson Drive, King Georges Road, Bexley Road and Marsh Street providing improved east-west connectivity to Sydney Airport.

In July and August 2019, TfNSW sought feedback from the community, businesses and key stakeholders on the proposed alternative business customer parking options along Stoney Creek Road and Forest Road.

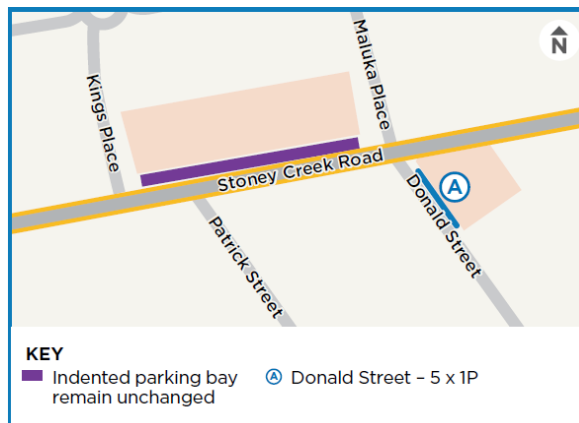
2.3 Alternative business customer parking options

TfNSW actively investigated alternative business customer parking on Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe.

We assessed the usage and duration of business customers parking in existing council car parks and found that there was existing capacity in the council car parks and nearby side streets during the proposed clearway hours. Based on our parking study, we proposed alternative business parking options to provide customers with high turnover parking closest to businesses despite having sufficient business customer parking in the surrounding areas to offset parking removed from Stoney Creek Road and Forest Road.

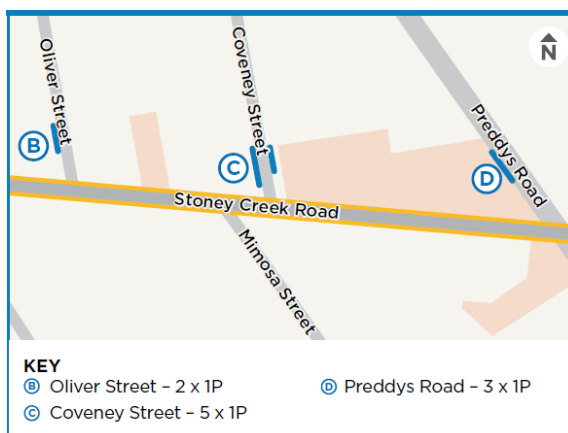
Area 1: Stoney Creek Road near Donald Street, Hurstville

- A. Donald Street – convert five unrestricted parking spaces into 1P parking spaces



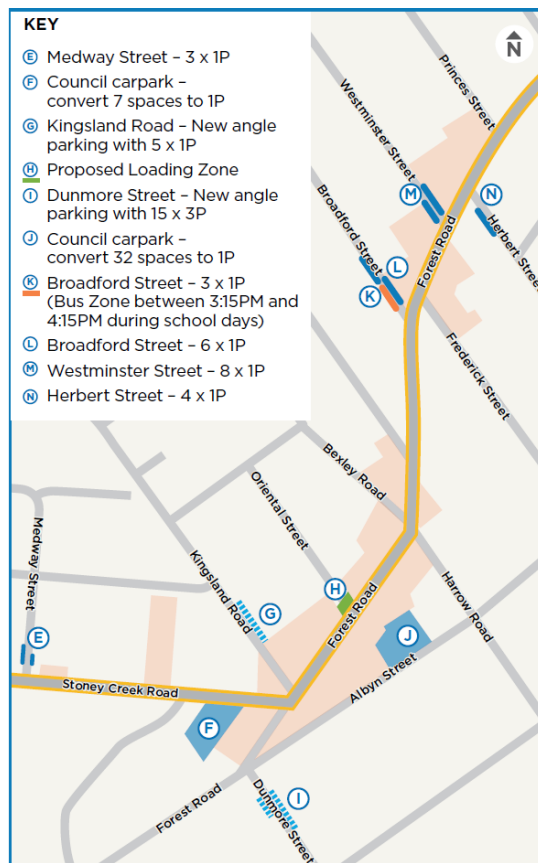
Area 2: Stoney Creek Road near Preddy's Road, Kingsgrove

- B. Oliver Street – convert two unrestricted parking spaces into 1P parking spaces
- C. Coveney Street – convert five unrestricted parking spaces into 1P parking spaces
- D. Preddy's Road – convert three unrestricted parking spaces into 1P parking spaces



Area 3 Stoney Creek Road to Princes Street, Bexley

- E. Medway Street – convert three unrestricted parking spaces into 1P parking spaces
- F. Council car park, Stoney Creek Road – convert 7unrestricted parking spaces into 1P parking spaces.
Retain 39 unrestricted spaces.
- G. Kingsland Road – install new 90° angle parking with five new 1P parking spaces
- H. Forest Road – convert three parking spaces in the indented bay into a Loading Zone
- I. Dunmore Street – install new 90° angle parking with 15 new 3P parking spaces
- J. Council car park, Albyn Street – convert 32unrestricted parking spaces into 1P parking spaces.
Retain 36 3P parking spaces.
- K. Broadford Street – convert three parking spaces to 1P outside Bus Zone times.
- L. Broadford Street – convert six unrestricted parking spaces into 1P parking spaces
- M. Westminster Street – convert eight unrestricted parking spaces into 1P parking spaces
- N. Herbert Street – convert four unrestricted parking spaces into 1P parking spaces



Area 4: Arncliffe Shops Pitt-Owen Avenue to Firth Street, Arncliffe

- O. Stanley Lane – convert two unrestricted parking spaces into 1P parking spaces and new one way traffic flow. Stanley Lane would be converted to one way northbound to safely accommodate the proposed parking spaces as detailed on the map.
- P. Barden Street – convert five unrestricted parking spaces into 1P parking spaces
- Q. Pitt–Owen Avenue – convert three unrestricted parking spaces into ‘No Parking Wedding or Funeral Vehicles Excepted’

3 Engagement approach

3.1 Engagement objectives

TfNSW 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.

3.2 How engagement was done

TfNSW 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 the local needs and uses of parking in nearby side streets/carparks, 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 in July 2019, and began engaging with the community and businesses on Monday 22 July 2019. Feedback closed on Monday 12 August 2019 (see Table 1).

Table 1 Community and stakeholder engagement timeline

Method	Event	Date
Stakeholder Meetings	Meeting with Georges River Council staff	12 July 2019
	Meeting with Bayside Council	
	- Council staff - Councillors	18 July 2019 24 July 2019
Project Update Distribution	Project Update (see Appendix A) distributed to 3,838 properties within the distribution area (see Appendix B).	22 July 2019
	Emailed Member for Rockdale – Steve Kamper MP	22 July 2019
	Emailed Member for Kogarah – Chris Minns MP	22 July 2019

	Emailed key stakeholders including local council, police, emergency services and utility companies.	22 July 2019
Doorknock	Doorknocked businesses and organisations along Stoney Creek Road and Forest Road	Between 22 July and 12 August
Website	Project webpage with information including the Project Update.	22 July 2019
Social media post	Facebook post (see Appendix D) to inform of the project with link to the project page.	22 July 2019
Newspaper advertisement	Publication in The Leader and Bankstown Canterbury Torch (see Appendix C).	24 July 2019
Customer engagement	Project team and external communications personnel were available on site at various points along the corridor between 30 July and 12 August.	Between 23 July and 4 August 2019, including weekends
Close of feedback		12 August 2019

3.3 Engagement outcome

On 22 July 2019, TfNSW informed the community and key stakeholders, including business owners and residents about new weekend and extended weekday clearways on Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe. 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 July 2019) distributed to 3,838 properties (see Appendix B – Distribution Area) along the proposed clearways corridor and surrounding streets and a publication in the local newspaper (see Appendix C – Newspaper Advertisement July 2019).

As part of the engagement, 129 businesses and organisations were door knocked. We also received feedback from the community in email, feedback forms, phone calls and letters including two petitions with over 500 signatures opposing the proposal (see Table 2 for details).

A geo-targeted social media post (see Appendix D – Social Media Post) was 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 395,000 people, received a total of 13,206 reactions, the majority positive. There were 236 comments as of September 2019.

Key matters raised include:

- support for the new weekend and extended weekday clearways
- demonstrated need for clearways
- concerns about business customer parking
- timed parking in side streets
- residential parking

Table 2: Community and stakeholder engagement outcome

Event type	Outcome
Doorknock	Doorknocked 129 businesses and organisations along Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe.
Customer engagement	Informed and engaged with over 600 customers over eight days between 23 July and 4 August 2019, including weekends.
Feedback form	Received 90 feedback forms from customers
Correspondence	Received 149 items of correspondence including two petitions with over 500 signatures.
Phone calls	Received and returned 18 feedback calls through the project hotline to answer questions and encourage feedback.
Social media	Reached over 395,000 people on social media. Received over 13,206 reactions and 236 comments with the majority supporting the proposal.

3.4 Feedback and TfNSW's response

TfNSW has summarised the feedback received and provided responses below in Table 3. This report is made available to the public.

All feedback has been considered to help TfNSW make decisions on the alternative business parking arrangements for new weekend and extended weekday clearways on Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe.

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

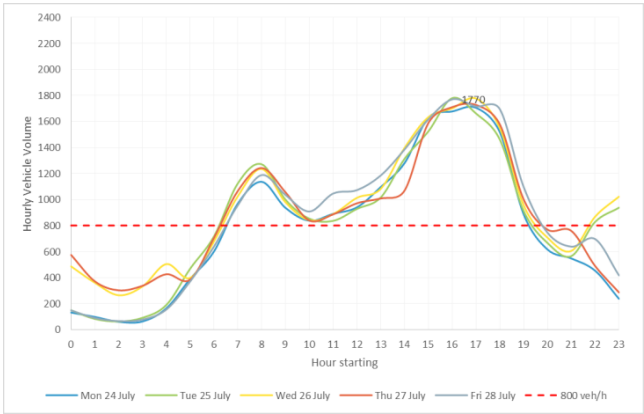
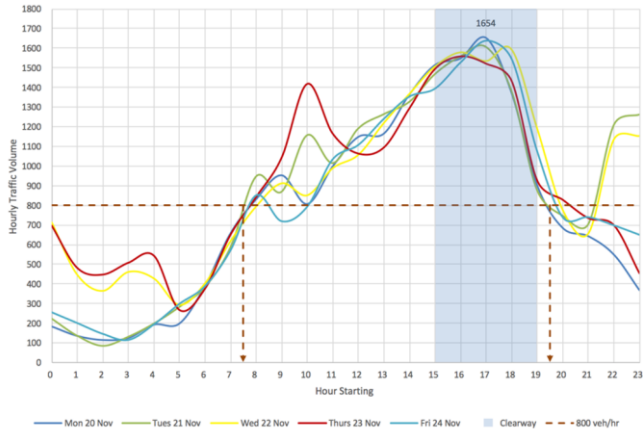
3.5 Feedback summary and TfNSW's response

Table 3: Feedback received via written and direct stakeholder engagement

Category	Feedback	Response
1. Support for the project	We support the weekday 6am to 7pm and weekend 9am to 6pm clearways.	TfNSW thank you for your feedback and acknowledge your support for the project.
	Clearways are needed to reduce congestion and travel delays along Stoney Creek and Forest Road.	
	Traffic congestion is particularly bad on weekends.	
	I support the clearways, but parking is needed to support the local businesses.	
	Travel delays through Bexley Shops are particularly bad. Something needs to be done to improve congestion and reduce delays for the thousands of motorists.	
	The improvements are required on Forest Road between Bexley Road and Stoney Creek Road only.	
	Traffic builds up near traffic lights when there are parked cars at locations such as between Coveney Street and Preddy's Road, and between Eton Street and Forest Road, Bexley.	

Category	Feedback	Response
2. Clearways justification	The Sydney Clearways Strategy only requires weekend clearways to be considered when weekend traffic volumes and congestion is the same as weekday peak periods.	<p>The NSW Government's Future Transport Strategy 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.</p> <p>Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe was identified in the Sydney Clearways Strategy (2013) and plays a vital role in Sydney's transport network. Stoney Creek Road is also an important suburban bus route identified in the Sydney's Bus Future (2013) that plays an important role for moving people across the Sydney road network, whereas Forest Road is categorised as a tertiary freight corridor and suburban bus route.</p> <p>Clearways are aimed at improving the efficiency of a road by making the kerbside lane available to alleviate congestion and would improve journey times for over 30,000 motorists who travel on Stoney Creek Road and Forest Road between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe each day.</p> <p>Motorists would enjoy smoother and more reliable journeys when driving on this corridor, knowing that there won't be any parked vehicles during clearways hours, as seen in the recently installed clearways on Bexley Road, King Georges Road at Wiley Park, Henry Lawson Drive, Forest Road and Stoney Creek Road west of King Georges Road.</p> <p>One of the key considerations for introducing new or extended clearways on a state road is if directional traffic flow exceeds 800 vehicles per hour per lane, which is in accordance with the Australian Standard AS2890.5-1993, Parking Facilities Part 5: On-street parking (as shown in Table 4).</p>
	Traffic studies are needed to justify the need for clearways, especially outside of weekday peak periods.	
	Congestion is only an issue on Stoney Creek and Forest Road on weekday peak periods from 7am to 9am heading towards the city and 3.30pm to 6.30pm heading west.	

Category	Feedback	Response						
		<p>Table 4: Volume guidelines for the provision of clearways</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> </table> <p>TfNSW engaged an independent consultant to investigate traffic volume along Stoney Creek Road and Forest Road between 2017 and 2018.</p> <p>The graphs in Figure 2 to Figure 4 below show traffic volume data collected during the investigations on a section of Stoney Creek Road and Forest Road. Graphs for other sections of the full corridor are shown in Appendix F to Appendix I.</p> <p>The dash line on the graphs indicates the traffic volume at which a clearway should start to operate in accordance with the Australian Standards.</p> <p>Figure 2: Weekday traffic volumes on Stoney Creek Road between Cahill Street and Edmund Street (eastbound)</p>	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
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						

Category	Feedback	Response
		 <p>Figure 3: Weekday traffic volumes on Stoney Creek Road between Cahill Street and Edmund Street (westbound)</p>  <p>Figure 4: Weekday traffic volumes on Forest Road between Princes Highway and Eden Street / Wardell Street (westbound)</p>

Category	Feedback	Response
		 <p data-bbox="1182 746 2042 774">Figure 5: Congestion on Forest Road, as a result of parked vehicles</p>
	<p data-bbox="450 820 1021 986">Reduce the clearway on Stoney Creek Road westbound to 6am to 10am and then 3pm to 6pm and Stoney Creek Road eastbound to 6am to 10am and then 2pm to 3pm.</p>	<p data-bbox="1070 820 2042 1011">During our investigations, we concluded that traffic congestion would be improved if the clearway was introduced between 6am to 7pm weekdays and 9am to 6pm weekends. TfNSW note that clearway hours (6am to 7pm weekdays and 9am to 6pm weekends) were selected based on providing consistency in Sydney and the surrounding network, in particular King Georges Road (A3).</p>
	<p data-bbox="450 1032 1021 1094">I'd like to see the clearway start at 5.30am Monday to Friday.</p>	<p data-bbox="1070 1038 2042 1241">Further to that, the 6am to 7pm weekdays and 9am to 6pm weekend clearway hours are justified, based on TfNSW having selected these hours for the westbound direction of Forest Road based on traffic volumes meeting or exceeding 800 vehicles per hour per lane, and applying these similar hours to the east bound direction, keeping clearways in both directions (east and west) along the corridor consistent.</p> <p data-bbox="1070 1262 2042 1390">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</p>

Category	Feedback	Response
		<p>hours for the proposal corridor contribute to optimising the existing state road network and making better use of existing infrastructure.</p> <p>Notwithstanding, and in consideration of the feedback received, at this stage, TfNSW will be proceeding with the proposed new weekend and extended weekday clearways on Stoney Creek Road between King Georges Road and Kingsgrove Road.</p> <p>The new clearways hours in this section of Stoney Creek Road are:</p> <ul style="list-style-type: none"> • 6am to 7pm on weekdays • 9am to 6pm on weekends and public holidays. <p>For the remaining section of Stoney Creek Road from Kingsgrove to Bexley, and Forest Road from Bexley to Arncliffe (the M5 East Motorway), we will be proceeding with new AM and PM peak hour clearways from:</p> <ul style="list-style-type: none"> • 6am to 10am weekdays both directions • 3pm to 7pm weekdays both directions. <p>For the section of the corridor between Kingsgrove Road and the M5 East Motorway, in addition to the new weekday peak clearways, TfNSW is introducing new timed 'No Stopping' restrictions where parking impacts congestion. These changes will allow traffic to travel in the kerbside lane and safely pass vehicles waiting to turn right into side streets, and to improve the traffic throughput at key intersections.</p> <p>We will continue to monitor traffic conditions on Stoney Creek Road and Forest Road between Kingsgrove Road and the M5 East Motorway, and will inform the community if and when further traffic improvements or changes are needed to address congestion and delays.</p> <p>The new and extended clearways will be operational from Monday 17 February 2020.</p>

Category	Feedback	Response
3. New timed 'No Stopping' restrictions	The extended clearways should help to alleviate the congestion from vehicle turning right from northbound Forest Road into Frederick Street. Parked cars in the kerbside lane stop northbound traffic from flowing. There are also cars trying to turn right from southbound Forest Road into Broadford Street. I have seen many accidents happen in this area and it will continue to happen unless these proposed changes go.	For the section of the corridor between Kingsgrove Road and the M5 East Motorway, in addition to the new weekday peak clearways, TfNSW is introducing new timed 'No Stopping' restrictions where parking is resulting in congestion.
	People park illegally on Stoney Creek Road near Forest Road intersection causing congestions. Contacted council multiple times about overstayed parking.	The new 'No Stopping' restrictions are required to ease congestion and 'bottlenecks' at key intersections on Stoney Creek Road and Forest Road. The 'No Stopping' applies in between the new weekday AM and PM peak clearway hours from 10am to 3pm, and on weekends and public holidays between 9am and 6pm.
	Traffic lights along Forest Road as well as merges into turning lanes will slow down traffic regardless of how many lanes are available.	By removing parked cars from the kerbside lane at these intersections, two lanes will be available to traffic. This will allow vehicles to travel in the kerbside lane and safely pass vehicles waiting to turn right into side streets, and to improve traffic throughput at key intersections with two lanes available. It is expected that these changes will allow traffic to flow more freely on Stoney Creek Road and Forest Road, and would help to reduce road users 'rat running' through local streets to avoid congestion and delays.
4. Driveway	It is already extremely hazardous to back our vehicles out directly onto Forest Road. Bends on Forest Road make it hard to see, making it very dangerous for residents to get in and out of their driveway safely. Entering and exiting driveway will be harder and less safe with the new clearways.	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. This will reduce the risk of crashes.
	I cannot park my own car in my driveway due to the steepness. Safety is an issue when trying to enter and exit driveways.	In addition, vehicles will be able to use all lanes which 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.

Category	Feedback	Response
	<p>Speeding traffic in the kerbside lane will not have enough time to break.</p> <p>I have trouble turning into my driveway on a daily basis during the clearway times, as drivers speed. How is this safer than the current situation where a parked car offers a 3-4 meter buffer?</p>	<p>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.</p> <p>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.</p> <p>The design and approval of driveways is a matter for local councils. Typically councils have a set design standard for driveways that takes into consideration the required space for vehicle access. If there are issues with the design of a driveway then this can be raised directly with council.</p>
5. Parking in Area 1: Stoney Creek Road near Donald Street, Hurstville	<p>My business located in Area 1 will be impacted because most of my customers park their cars/trucks on Stoney Creek Road, especially on weekends. Trucks or large vehicles cannot park in Donald Street or residential streets. It would be unsafe for my customers to sit at the outdoor seating area when vehicles travel at a significant speed on a clearway.</p> <p>It is difficult for delivery trucks to park on Donald Street as it will force them to double park and block all ongoing traffic.</p>	<p><u>In Area 1:</u></p> <p>TfNSW understands that it is important for customers to park near businesses. We will continue to work with Georges River Council to implement the parking changes in Donald Street, by converting five unrestricted parking spaces into 1P parking spaces to cater for short term customer parking in the area.</p> <p>Heavy vehicles or long vehicles may park in accordance with specific conditions under TfNSW's 'Heavy vehicle road rules – Standing and parking'.</p> <p>Find out more in the link below: https://www.rms.nsw.gov.au/roads/safety-rules/road-rules/heavy-vehicles/index.html</p>
6. Parking in Area 2: Stoney Creek Road near Preddy's	<p>Parking is already difficult in Oliver Street and Coveney Street due to steepness of the road and limited parking availability. Extending the clearway times and removing existing parking on Stoney Creek Road will</p>	<p><u>In Area 2, 3 and 4:</u></p> <p>While there is parking demand on the State Road, TfNSW parking study found that, within a two minute walk, there is sufficient parking in nearby side streets and council car parks to accommodate business customers</p>

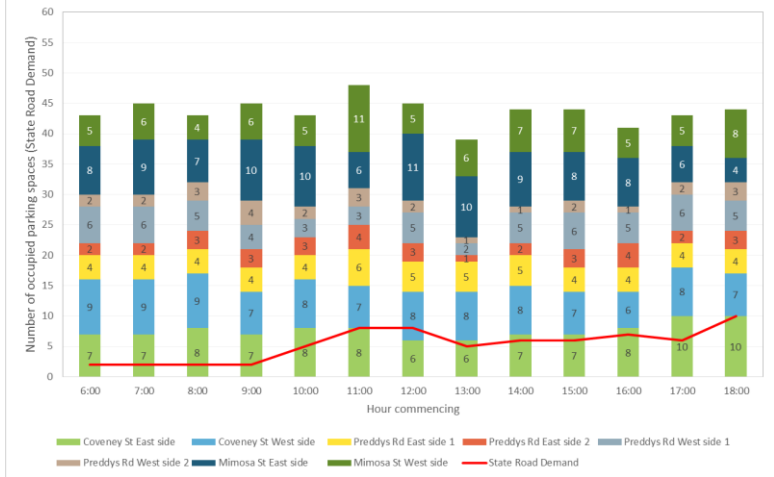
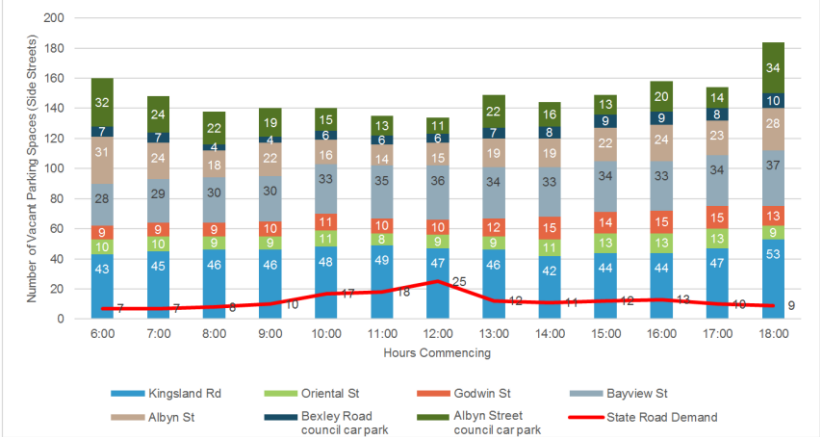
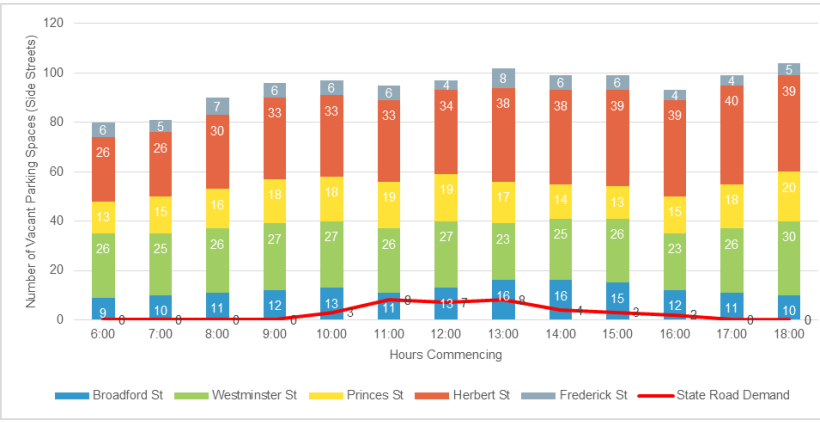
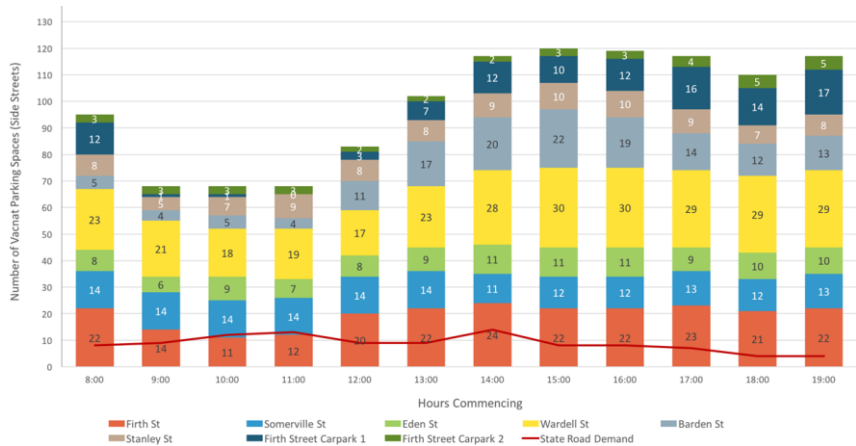
Category	Feedback	Response
Road, Kingsgrove	impact parking for residents in these side streets.	<p>parking between 6am to 7pm weekdays and 9am to 6pm weekends as demonstrated by our parking study during a typical weekday as shown in Figure 6 to Figure 9 below.</p> <p>No alternative business customer parking on local side streets will be implemented at this point in time in the Bayside LGA. The revised clearways hours from 6am to 10am and 3pm to 7pm in both directions balance the need to move motorists, public transport users, goods and freight efficiently on the state road network with the local need to access shops and services.</p> <p>We will continue to work with Bayside Council to consider any suitable side street parking changes to support local businesses (including parking wayfinding).</p> <p>In regards to developments within the Bexley Town Centre, development proposals must comply with the Bayside Council development controls, which include provision of suitable parking on-site for the intended site uses, to reduce parking impacts on surrounding public roads.</p>
	Converting spaces into one hour parking will not solve the parking issue for customers. Prefers two hour parking on Coveney Street.	
	A loading zone on Coveney Street would help delivery, not on Preddy's Road. Big trucks and trailers carry bulky items can't access driveway at rear.	
	Allow for at least 6 x 15 minute drop off car spaces on the eastbound of Stoney Creek Road at all times.	
7. Parking in Area 3: Bexley shops	This proposal is going to impact businesses and customers because the amount of proposed parking options is not sufficient to replace the amount of parking removed from the State Road. A car park or parking station is required.	 <p>Figure 6: Area 2 parking vacancies in side streets near Kingsgrove. The chart displays the number of occupied parking spaces (State Road Demand) across various side streets from 6:00 to 18:00. The streets included are Coveney St East side, Coveney St West side, Preddys Rd East side 1, Preddys Rd East side 2, Preddys Rd West side 1, Preddys Rd West side 2, Mimosa St East side, Mimosa St West side, and State Road Demand. The total number of occupied spaces peaks at 11:00 with 48 spaces occupied.</p>
	Many shops don't have rear access and rely on deliveries through front entrances. Bulky and heavy deliveries will not be possible within normal trading hours if delivery trucks are not allowed to park on the State Road.	
	The proposed side street parking does not benefit Bexley town centre as many	

Figure 6: Area 2 parking vacancies in side streets near Kingsgrove

Category	Feedback	Response
	customers need to stop in front of business to shop quickly. It is not reasonable for mums with prams and the elderly to walk 500 meters to access shops.	<p>Preddy's Road shops on a typical Friday</p>  <p>Figure 7: Area 3 parking vacancies in council car parks and side streets at Bexley town centre (south) on a typical Friday</p> 
	There needs to be more way finding signage to direct customers to the parking in the back streets.	
	Proposed alternative parking in Medway Street will be redundant because there will be parking in a new proposed redevelopment.	
	The new development in Bexley town centre will create more demand for parking in the area. Where are staff and customers going to park?	
	The proposed new angle 3P parking in Dunmore Street will cause parking difficulty for residents without driveway and major safety issues.	
	It is illegal to turn onto Kingsland Road south if you are travelling on Forest Road towards Hurstville which will make it impossible to find parking.	
	Conversion of 3 spaces indented bay near Oriental Street into a loading zone is too distant from most businesses for heavy and bulky goods deliveries. Could the angle	

Category	Feedback	Response
	parking on Oriental Street be extended all the way up the street?	<p>Figure 8: Area 3 parking vacancies in side streets at Bexley town centre (north) on a typical Friday</p>  <p>Figure 9: Area 4 parking vacancies in side streets near Arncliffe shops on a typical Friday</p>
8. Parking in Area 4: Arncliffe shops	Small laneways like Stanley Lane at Arncliffe will be severely affected by the changes and will result in overcrowding. These laneways are already difficult enough to drive through.	<p>Despite having sufficient parking nearby to offset business parking removed from the State Road, we actively looked at locations where high turnover business customer parking could be provided through the introduction of time restrictions for higher parking turnover at close proximity to businesses. Through the engagement process, TfNSW presented alternative business customer parking options to Bayside Council for consideration.</p> <p>Based on feedback provided by Bayside Council, no alternative business customer parking on local side streets will be implemented at this point in time, including the one way proposal for Stanley Lane.</p> <p>Parking will be retained outside the new and extended peak period clearway hours (during weekday inter-peak period between 10am and 3pm and on weekends). However, 'No Parking' and 'No Stopping' parking</p>

Category	Feedback	Response
		restrictions will operate outside clearway hours, to ensure safety and improve traffic flows.
9. Parking near church and schools	Parking is already a huge issue for churches adjacent to the state road. More than 100 attendees park on the State Road and surrounding side streets when the churches are in service.	TfNSW is aware that there are a number of churches and schools on Stoney Creek Road and Forest Road.
	Increased parked cars in side streets will impact on the schools in the area, and this will force parents to double park and cause illegal activity.	Our parking study acknowledged that there is a high parking demand near churches during services and school drop off / pick up hours. However, the parking study also showed that there is parking available in side streets near churches and schools to accommodate the parking demand currently on the State Road. TfNSW would encourage parents/ guardians to follow the school pick up/ drop off guidelines and follow the school's kiss and drop rules to ensure safety of school children in the vicinity.
	The proposed relocation of the 'Wedding and funeral vehicles excepted' parking space from Forest Road into Pitt-Owen Avenue will disrupt the services.	TfNSW will be revising the existing 'No Parking' restrictions in front of Bayside Anglican Church at Arncliffe. The new 'No Parking' hours (wedding and funeral vehicles excepted) are from: <ul style="list-style-type: none"> • 10am to 3pm on weekdays • At all times on weekends and public holidays TfNSW will inform the community if and when further traffic improvements or changes are needed to address congestion and delays. In the interim, wedding and funeral vehicles can still park in front of the Church between clearway hours and on weekends.
10. Business impact and property value	Part of my DA was availability of parking but with the new clearway my project will be doomed and my property will lose its value.	The introduction of the new and extended clearways does not change the land use, land size or land development capacity of properties. TfNSW does not speculate on property values. In regards to construction vehicle use of the state roads as part of construction activities, this should be managed on-site wherever possible. We understand that the new and extended clearways will change parking
	Local businesses will close if there is no parking directly outside. Local residents will need to travel to nearby suburbs for	

Category	Feedback	Response
	shopping which will increase traffic on the road.	<p>conditions in front of properties. However any parking currently permitted on a State Road is not specifically allocated to residents or businesses.</p> <p>Parking on state roads limits the primary function of the road. TfNSW changes parking restrictions across the State Road Network to ensure that the roads are meeting their primary purpose.</p> <p>TfNSW parking studies found that there is sufficient parking in nearby side streets and council car parks to accommodate business customers parking between 6am to 7pm weekdays and 9am to 6pm weekends.</p>
	Clearways detract from vibrant town centres.	
	This proposal will devalue property and reduce the value and the amenity of all the homes along the route. Some form of compensation should be given to cover the decrease of house value.	
	Your proposal warrants a comprehensive socio economic study to show how it will impact the living and working conditions of residents and businesses. What is the expected loss of business revenue? How will property prices be impacted? Will the community be reimbursed for their losses?	
	I run a home business on Stoney Creek Road and have residents living at the premise. We need on street parking for residents, staff members and customers. The proposed extended hours of the clearway will force us to close the business at the premises and affect the occupancy of the 2 dwellings built on the premises, which will affect the value of the property.	Home businesses are typically approved to operate in residential areas as they have low business parking demands. It is recommended that home business owners explore options for their visitors or customers to park in driveways, garages or carports. Alternatively home business customers can be directed to local side streets for parking.
11. Residential parking access,	Stoney Creek Road and Forest Road are state roads but it is not the same as King Georges Road, Henry Lawson Drive or	We 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

Category	Feedback	Response
parking and amenity	General Holmes Drive. This corridor is a heavy residential area. Many residents do not have parking on their property and rely on parking on the State Road.	state roads such as Stoney Creek Road and Forest Road is to move people and goods efficiently across Sydney.
	Where do visitors, deliveries and tradesman park? The extended clearway would significantly limit machinery and tradesman access to properties.	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 TfNSW change parking restrictions across the State Road network to ensure they are meeting their primary purpose.
	I do not have a driveway so I rely on street parking.	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.
	There is already limited off street parking for majority of residents who own more than one vehicle. Some residents have taken to parking on the footpath and/or nature strip.	This is similar to all other state roads where clearways and 'No Stopping' restrictions are in place such as King Georges Road.
	Ambulance need to stop outside doctors' office. How can ambulance gain access during the clearway hours?	Deliveries that require vehicles to stop on Stoney Creek Road or Forest Road should be arranged outside the clearway hours when the impact on road users can be minimised.
	Side streets are already congested and will not support increased parking demands.	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.
	I live in a side street and already have difficulty finding parking outside my house during peak clearway hours because residents on the state road are parking in my street.	Emergency vehicles and registered postal vehicles accessing a public post box are exempt from clearways restrictions.
	People in our side streets hate us parking in their street. If this clearway goes ahead the	Parking in local side streets is not allocated to residents of those streets only. Any person may park their vehicle in these streets in accordance with the parking restrictions that apply. Any abuse or damage to vehicles in attempt to prevent parking should be reported to NSW Police.
		If you live or lease in Bayside and have parking restrictions with a residential parking scheme on your street (e.g. 1, 2 or 4 hour), you can


Category	Feedback	Response
	peace and serenity of our local neighbourhood will be detrimentally impacted.	<p>apply for residential parking permits.</p> <p>For more information on how to apply, visit:</p> <p>https://www.bayside.nsw.gov.au/services/parking</p>
	Are residents entitled to parking permits like many other councils issue their residents.	
	I have a DA approved for my house building project. If the clearway goes ahead, builders won't be able to come, park and do their jobs.	
	How will you address the safety issue of pedestrian walking along the clearway while cars and trucks are travelling at very high speed? Clearway will promote a large number of fast-moving traffic which will increase safety issues when entering and exiting properties. Consider adding speed cameras and red-light cameras if the clearway is extended.	<p>The Transport Management Centre (TMC) on behalf of TfNSW assesses, manages and issues Works Zones and Road Occupancy Licence Applications (ROL) for state roads within the Sydney Region.</p> <p>Considerations such as travel times and traffic volume, any other safety implications as well as events such as holiday traffic or special event traffic would be taken into account for the assessment of each individual application.</p> <p>For renovation or maintenance works that require vehicles using hoists or for machinery/plant impacting on footpaths or travel lanes, permits can be obtained through your local council or the TMC.</p>
12. Safety	A large number of cars make illegal right hand turns from Dunmore Street into Albyn Street which will be even more dangerous if there is rear to kerb parking on the northern side of Dunmore Street.	<p>The sign posted speed limit on this section of the corridor is 60km/h. Vehicles breaking the road rules should be reported to the NSW Police to request enforcement.</p> <p>An initiative of the NSW Speed Camera Strategy is to allow NSW residents to nominate locations for speed camera enforcement.</p> <p>There are existing red light speed camera at the below intersections:</p> <ul style="list-style-type: none"> • Stoney Creek Road and Patrick Street, Kingsgrove
	Please put a red-light camera on the intersection of Somerville Street and Forest Road. If you extend the clearway there will	

Category	Feedback	Response
	be 1,250m between the two traffic lights, where do we cross the road safely.	<ul style="list-style-type: none"> Forest Road and Bexley Road, Bexley <p>Residents can visit the below website to formally nominate a location as a potential site for a NSW Speed Camera.</p> <p>https://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx</p> <p>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> <p>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.</p>
	Please put a red light and speed camera at the intersection of Forest Road and Summerville Street.	
	What are the accident rates along the corridor? Is there an increase in accident rates during the non-clearway period?	
	I was unable to locate on your website a health and environmental impact statement on the residents living along this road. Neither could I find the economic impacts on businesses and any proposals to compensate these businesses for loss of income.	<p>TfNSW has reviewed the crash history for this section of Stoney Creek Road and Forest Road from Beverly Hills to Arncliffe.</p> <p>On Stoney Creek Road between Forest Road, Beverly Hills and Forest Road, Bexley, 201 crashes was reported over the five year period from 01 Jul 2013 to 30 Jun 2018. The key crashes reported were:</p> <ul style="list-style-type: none"> 67 rear end 36 intersection, adjacent approaches 21 opposing vehicles turning 26 other crash type <p>On Forest Road between Stoney Creek Road, Bexley and Princes Highway, Arncliffe, 185 crashes was reported over the five year period from 01 Jul 2013 to 30 Jun 2018. The key crashes reported were:</p> <ul style="list-style-type: none"> 59 rear end 40 opposing vehicles turning 18 intersection, adjacent approaches

Category	Feedback	Response
		<ul style="list-style-type: none"> 17 other crash type <p>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.</p> <p>As referenced in section 4- Driveways, Clearways enable a more stable traffic flow creating gaps between platoons of vehicles, which in turn provides breaks in traffic flow for turning vehicles.</p> <p>It is considered that relocating parking from the State Road onto side streets and council car parks may provide a safer parking environment than currently provided, as pedestrians will not be getting in/out of parked vehicles adjacent to busy high volume 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>
13. Socio economic and environmental impact	An economic and town planning analysis and environmental impact analysis would be required to identify the impacts and mitigation measures as any other developer would be required to provide.	<p>The Environmental Planning and Assessment Act 1979 require social impacts to be assessed and considered as part of the overall environmental impact assessment recorded in the Review of Environmental Factors (REF).</p> <p>The purpose of the REF is to examine the overall beneficial effects, impact and risk associated with the proposal, which is consistent with the Sydney Clearway Strategy as it would lead to improved efficiency and safety of the State Road Network.</p> <p>While there would be some environmental impacts as a consequence of the proposal, they have been avoided or minimised wherever possible through the identification of suitable alternative business parking in nearby side streets (subject to council approval) and site-specific safeguards.</p> <p>The beneficial effects are considered to outweigh the adverse impacts and risks associated with the proposal as it includes:</p> <ul style="list-style-type: none"> Potential for road users to make use of the full capacity of the road
	What are the impact on residents and air pollution due to higher traffic emissions.	
	What is your plan to protect residents from increased noise and pollution caused by heavy traffic? Are we entitled to noise treatment such as sound walls for the traffic noise we endure?	

Category	Feedback	Response
		<p>asset (all available lanes)</p> <ul style="list-style-type: none"> • More reliable travel times • Management of traffic congestion • Contribution to potential cumulative travel time benefits for the greater State Road Network as the NSW Government Clearway program progresses. <p>This REF has examined and considered all matters affecting or likely to affect the environment by reason of the proposal. As the environmental impacts of the proposal are not likely to be significant and therefore it is not necessary for an environmental impact statement to be prepared and approval to be sought for the proposal from the Minister for Planning under Division 5.2 of the EP&A Act.</p> <p>Overall, the proposal is considered justified due to the long-term benefit to the local and regional community and its impacts can be managed with few residual adverse outcomes.</p> <p>Clause 94 of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) permits development on any land for the purpose of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.</p> <p>We note that as congestion reduces, motorists spend less time in traffic, which in turn contributes to reduced emissions.</p>
	The new and extended clearways will encourage traffic on Forest and Stoney Creek Road as a main road/freeway. This will increase traffic, noise pollution, and diminishes the overall community atmosphere in the neighbourhood.	<p>Clearways are intended to contribute to more efficient traffic flow; it is not anticipated to generate change to existing road traffic noise.</p> <p>Any concerns about existing road traffic noise from a State Road should be referred to the TfNSW Noise Abatement Program</p> <p>rms.nsw.gov.au/aboutenvironment/reducing-noise/noise-abatement-program.html</p>
	The introduction of new and extended	Adverse greenhouse gas impacts, including carbon monoxide are not

Category	Feedback	Response
	clearways will contribute to more noise.	anticipated from the proposal during operation. The proposal would contribute to improved traffic efficiency, which should reduce the need for motorists to stop and start lowering emissions.
14. Community engagement	Your brochure only sought feedback on the proposed alternative business customer parking. This gives the impression that the clearway is a done deal and all that needs to be finalised is alternative business parking.	As discussed in the 'Engagement approach' section of this report, TfNSW distributed a Project Update to local communities and key stakeholders as detailed in Table 2 and shown in Appendix A and B at the commencement of the community engagement on 22 July 2019. An 'inform' and 'consult' engagement approach was adopted for this project to:
	Many residents are not aware of this clearway proposal. No consultation undertaken with residents or business owners that will be affected.	<ul style="list-style-type: none"> • 'Inform' the community, businesses and other stakeholders on the new weekend and extended weekday clearways, as these have been determined based on traffic volumes and travel times; and • 'Consult' on the proposed alternative business customer parking and to identify if there are any other parking options to help find parking near to businesses along Stoney Creek Road and Forest Road <p>All community members, including residents, businesses and key stakeholders were invited to provide feedback on the project during the engagement period from 22 July to 12 August 2019. Outcome from the community engagement can be found in the section 'Engagement Outcome' of this report.</p> <p>We also attended meetings with community members upon request to discuss about the project during the engagement period.</p>
	RMS site representatives have reportedly been told not to speak to council staff or councillors.	The RMS representatives on-site were collecting general feedback from customers as part of the community engagement process. On 24 July 2019, TfNSW presented to Bayside Councillors on the clearways and alternative business parking and provided a detailed briefing on the project.

Category	Feedback	Response
		As part of the briefing Councillors were provided the opportunity to ask questions of the senior project staff in relation to the clearways, and information was provided on how they could seek further information from the project team.
	I noticed two individuals in High-Vis vests outside my business and was informed about the project for the first time. It was disappointing to be given such minimal information and be told that this is the consultation process.	TfNSW project team doorknocked 129 businesses between 22 July and 10 August 2019 to inform businesses and key stakeholders about the clearways and to discuss about the proposed alternative business customer parking options.
	It was difficult to identify RMS representatives on site because they wore nothing to identify who they were. Other than handout leaflets and offer a feedback form, their knowledge of the proposal was limited and were unable to answer technical questions.	<p>During the engagement period, TfNSW engaged a team of communications personnel for eight days to inform customers about the project by handing out the Project Update (Appendix A) and Feedback Form (Appendix E) to encourage feedback about the proposal.</p> <p>The team also encouraged customers to email or call the Sydney Clearways Hotline if they wish to discuss the project in detail with a project team member.</p> <p>On the July 2019 Project Update (Appendix A), we informed the community that our members on site will be identifiable wearing hi visibility vests as shown in Figure 10 below.</p>  <p>Figure 10: RMS representatives in hi-visibility vests on site</p>

3.6 Out of Scope

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

Table 5: Feedback received that was out of scope

Category	Feedback	Response
1. Clearway nomination	I suggest a weekend daytime clearway be introduced on Bexley Road near the intersection of Forest Road. There is a small section of parking severely impacts weekend traffic and causes it to bank up onto Harrow Road.	Thank you for the nomination of Bexley Road for new weekend clearways. If there is a road that you travel along, that is congested and you think would be improved with changes to the existing clearway or the addition of a new clearway, email us with the details to clearways@rms.nsw.gov.au . Your nomination, together with traffic data, will help us improve the reliability of roads in Sydney.
2. Safety	The traffic will continue to be held up in peak hours morning and afternoon because of the 40km/h School Zone. If pedestrian use the existing overhead foot bridge over Forest Road at Bexley can the School Zone be removed?	40km/h school zones help protect children on their way to and from schools at the times and places where they are often in high numbers. This lower speed limit reduces the risk and potential severity of a crash. There is no plan to remove this school zone, at this time.
	I see a lot of people crossing on a red light regardless of the presence of children from the nearby schools when traffic is light.	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 wherever possible. Pedestrians can start to cross at a signalised green man. The red flashing man provides enough time for these pedestrians on the crossing to complete their crossing.
	Many elderly and young school children regularly crossing Forest Road.	
	There are no pedestrian crossings or median strip near my house which makes crossing the State Road during clearway hours very dangerous.	
	There was a zebra crossing near the Farrar	We thank you for your suggestion. TfNSW will forward the suggestions to

Category	Feedback	Response
	Street intersection many years ago but it was removed.	the relevant department within TfNSW for further consideration.
	Traffic turning from Forest Road into Frederick Street at this awkward intersection is the sight of many accidents. A clearway is not going to improve this issue.	We thank you for providing feedback on the current operation of the road network within the vicinity of Forest Road. We will forward the suggestions to the relevant department within TfNSW for further consideration.
	Gridlock when two vehicles need to turn right from Forest Road into opposing streets at Broadford Street and Fredrick Street as traffic backs up. Why there isn't a 'No Right Turn' during peak hour?	
	The right turn into Broadford Street at Bexley, often takes following cars and trucks by surprise.	
3. Tolls and tunnels	Remove the newly installed tolls on the M5 to ensure cars use this as the main thorough fare. Congestion is due to people avoiding tolls and rat running through Forest Road and Stoney Creek Road.	<p>This clearway proposal has been assessed independently from other projects in the surrounding area such as the WestConnex and F6.</p> <p>Your feedback in relation to tolling and WestConnex has been directed to the relevant department within TfNSW.</p> <p>For more information about WestConnex, visit:</p> <p>https://www.westconnex.com.au/contact-us</p>
	Completion of the M5 tunnel would alleviate traffic problems.	
	The extension of the M5 Motorway, construction of the F6 and WestConnex is supposed to deal with increasing traffic demands and would reduce traffic along	

Category	Feedback	Response
	small suburban roads in particular trucks.	
	Has there been any testing on Forest Road regarding noise and pollution during the M5 closures for maintenance? Where can I find this information?	
	I would like contact details for the M5 team who can answer my questions regarding improved travel time along this corridor.	
	Traffic congestion on Forest and Stoney Creek Road is caused by large vehicles which should be banned from the corridor.	<p>Forest Road and Stoney Creek Road are state roads intended for moving goods and freight around Sydney. TfNSW advise that over-height and dangerous goods vehicles are prohibited from travelling in Sydney's tunnels.</p> <p>These dangerous goods vehicles are required to display a diamond-shaped placard to identify the specific dangerous goods being carried and may use detour routes as displayed on advance warning signs before tunnel entrances.</p> <p>For more information about dangerous goods vehicles traveling in tunnels, visit:</p> <p>https://www.rms.nsw.gov.au/roads/using-roads/sydney-tunnels/index.html</p>
	Forest Road is the alternative route for dangerous and oversized vehicles unable to use the M5 tunnel. Dangerous and oversized transport movements are totally inappropriate for a residential street. Why don't we encourage trucks to take the tunnel?	
	Is DG loads permitted through M5 tunnels?	
	What is your plan for removing heavy trucks from Forest Road, Stoney Creek Road and Bexley Road?	
4. Public transport	Why is Transport for NSW not developing alternative methods of transport to reduce cars on the roads? More cars on the road	TfNSW expects a clearway will improve the existing congestion and travel times for all road users. When in operation, the clearway provides an additional lane for all traffic, including buses and cyclists. Clearways

Category	Feedback	Response
	will worsen pollution.	<p>complement bus priority arrangements and supports improved bus travel times and reliability, when compared with roads where parking is permitted.</p> <p>The TfNSW Future Transport Strategy 2056 has a plan to encourage more people to use public transport by providing better connections, improve service frequency and offer more flexible services. It is a continuing effort to expand reach and responsiveness of services, while addressing existing issues such as congestion.</p> <p>To find out more about the Future Transport Strategy 2056, please visit: https://future.transport.nsw.gov.au/plans/future-transport-strategy</p> <p>Your feedback in relation to this matter has been directed to the relevant department within TfNSW.</p>
	Invest in public transport and alternative transport. Learn what other modern cities are doing and how they're battling traffic and pollution issues.	
	Invest in public transport and active transport to combat congestion. Road travel speed relies heavily on the efficiency of available public transport.	
5. Local council roads	Now all I can hope for is that you add Kingsgrove Road through Kingsgrove shopping centre on the list to be done next.	Kingsgrove Road is a local council road under the care of City of Canterbury Bankstown Council, Georges River Council and Bayside Council. This feedback has been passed onto the councils for consideration.
	Vehicles turning from Forest Road into Bayview Street make it dangerous for pedestrians to cross as there is no pedestrian crossing.	<p>Bayview Street is a local road under the care of Bayside Council. This feedback has been passed onto council for consideration.</p> <p>There is an existing pedestrian refuge island on Bayview Street to help pedestrians cross in two stages.</p>
	The new and extended clearways will make it inconvenient for my customer to park on Wollongong Road because it is already overcrowded. I propose implementation of 30 minute parking 7 days per week outside of the current clearway hours of 6am to 10am on Wollongong Road.	Wollongong Road is a local road under the care of Bayside Council. This feedback has been passed onto council for consideration.

Category	Feedback	Response
6. Traffic improvements	Real bottleneck in morning traffic is tracks entrance to Foreshore Road. Additional clearway will make the traffic wider but not really solve the traffic issue.	<p>TfNSW continually reviews traffic conditions on state roads and makes appropriate changes in conjunction with community feedback.</p> <p>We thank you for your suggestion. We will forward the suggestions to the relevant department within TfNSW for further consideration.</p>
	There needs to be a regular review of clearways and ability to change clearways when conditions change or new projects developed.	
	Congestion is at the Marsh Street entry into the M5. Solution is needed there before anywhere else.	
	Extending the right hand turn lane from Wickham Street into West Botany Street would relieve some issues.	
	A few years ago there were road markings on Forest Road preventing traffic blocking the intersection at Dunmore Street which made a right hand turn onto Forest Road much safer. Can these road markings be placed again on Forest Road?	TfNSW note that it is illegal to queue through any intersection.
	What further study RMS has undertaken to improve traffic congestion using SMART City technologies such as the ones being used in Stockholm, Los Angeles and Berlin. Is RMS working with the Federal Government's Smarter Cities to reduce travel times?	<p>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 NSW Government understands that to be a leader in transport, we</p>

Category	Feedback	Response
		<p>need continuous innovation, new ways to solve problems and deliver value.</p> <p>There are initiatives to collaborate and engage with all levels of government, customers and industry to test our understanding of existing issues and harness innovation to develop the best possible solutions, including working with Blue Chilli City Connect on the Smart City Open Innovation Challenge.</p> <p>To find out more visit:</p> <p>https://launch.innovation.nsw.gov.au/accessibility</p>

3.7 Decision

TfNSW would like to thank everyone who provided feedback.

Notwithstanding that our investigations concluded that traffic congestion would be improved if clearways were introduced between 6am to 7pm weekdays and 9am to 6pm weekends, after considering all feedback received, TfNSW will be proceeding with the following:

- i. On Stoney Creek Road between King Georges Road, Beverly Hills and Kingsgrove Road, Kingsgrove:
 - 6am to 7pm clearways on weekdays
 - 9am to 6pm clearways on weekends and public holidays.
- ii. On Stoney Creek Road and Forest Road between Kingsgrove Road, Kingsgrove and the M5 East Motorway, Arncliffe:
 - 6am to 10am weekday clearways both directions
 - 3pm to 7pm weekday clearways both directions.

For the section of the corridor between Kingsgrove Road and the M5 East Motorway, in addition to the new weekday peak clearways, TfNSW is introducing new timed 'No Stopping' restrictions where parking impacts congestion. These changes will allow traffic to travel in the kerbside lane and safely pass vehicles waiting to turn right into side streets, and to improve the traffic throughput at key intersections.

In relation to alternative business customer parking, during the engagement period we received and considered feedback from businesses, council and the community about the parking options proposed. TfNSW will be proceeding as follows:

- i. For Stoney Creek Road between King Georges Road and Kingsgrove Road, we will continue to work with Georges River Council to convert five unrestricted parking spaces on Donald Street into 1P spaces for business customer parking.
- ii. For Stoney Creek Road and Forest Road between Kingsgrove Road and the M5 East Motorway, no alternative business customer parking on local side streets will be implemented in Bayside LGA at this point in time. We will keep the community informed if there are further parking changes.

The revised clearways hours from 6am to 10am and 3pm to 7pm in both directions balance the need to move motorists, public transport users, goods and freight efficiently on the state road network with the local need to access shops and services.


We will continue to work with Bayside Council to consider any suitable side street parking changes to support local businesses (including parking wayfinding).

The new and extended clearways will be operational from **Monday 17 February 2020**.

TfNSW will continue to monitor traffic conditions on Stoney Creek Road and Forest Road between Kingsgrove Road and the M5 East Motorway, and will inform the community if and when further traffic improvements or changes are needed to address congestion and delays. We will continue to keep the community updated as this project progresses.

4 Appendix


4.1 Appendix A – Project Update July 2019



Proposed new and extended clearways and alternative business parking on Stoney Creek Road and Forest Road

Between King Georges Road, Beverly Hills and the M5 East Motorway, Arncliffe

Project Update | July 2019



Parked vehicles on Forest Road causing congestion

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 improvements to reduce Sydney's congestion. The Sydney Clearways Strategy is one of these initiatives to reduce congestion on Sydney's major roads.

The NSW Government is proposing to introduce new weekend and extended weekday clearways on two important road corridors in the Sydney state road network:

- Stoney Creek Road between King Georges Road, Beverly Hills and Forest Road, Bexley
- Forest Road between Stoney Creek Road, Bexley and the M5 East Motorway, Arncliffe

The proposed clearways hours are:

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

The proposed clearways on Stoney Creek Road and Forest Road would help improve journey times by making an additional lane available to traffic during clearway times, which reduces congestion and help 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 Stoney Creek Road and Forest Road outside of the proposed clearways hours.

The proposed clearways will connect and complement existing clearways in the surrounding state road network such as Henry Lawson Drive, King Georges Road, Bexley Road and Marsh Street providing improved east-west connectivity to Sydney Airport.

Proposed alternative business customer parking arrangements

The NSW Government has looked at alternative business customer parking during the proposed new and extended clearways hours, to ensure parking can be retained for business customers.

Details of the proposed alternative business customer parking are shown on the maps below. All proposed changes are subject to council approval.

We will be working with Bayside Council and Georges River Council to further develop alternative business customer parking options, which include:

Area 1: Stoney Creek Road near Donald Street, Hurstville

A. Donald Street - convert five unrestricted parking spaces into IP parking spaces

Area 2: Stoney Creek Road near Preddys Road, Kingsgrove

B. Oliver Street - convert two unrestricted parking spaces into IP parking spaces

C. Coveney Street - convert five unrestricted parking spaces into IP parking spaces

D. Preddys Road - convert three unrestricted parking spaces into IP parking spaces

Area 3: Bexley Shops
Stoney Creek Road to Princes Street, Bexley

E. Medway Street - convert three unrestricted parking spaces into IP parking spaces

F. Council car park, Stoney Creek Road - convert 7 unrestricted parking spaces into IP parking spaces. Retain 39 unrestricted spaces.

G. Kingsland Road - install new 90° angle parking with five new IP parking spaces

H. Forest Road - convert three parking spaces in the indented bay into a Loading Zone

I. Dunmore Street - install new 90° angle parking with 15 new 3P parking spaces

J. Council car park, Albyn Street - convert 32 unrestricted parking spaces into IP parking spaces. Retain 36 3P parking spaces.

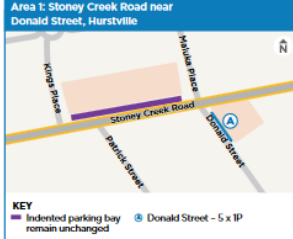
K. Broadford Street - convert three parking spaces to IP outside Bus Zone times.

L. Broadford Street - convert six unrestricted parking spaces into IP parking spaces

M. Westminster Street - convert eight unrestricted parking spaces into IP parking spaces

N. Herbert Street - convert four unrestricted parking spaces into IP parking spaces

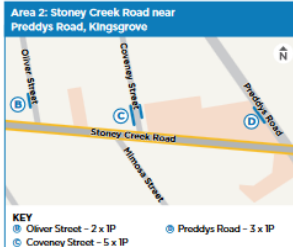
Area 1: Stoney Creek Road near Donald Street, Hurstville



KEY

- Indented parking bay remain unchanged
- Donald Street - 5 x IP

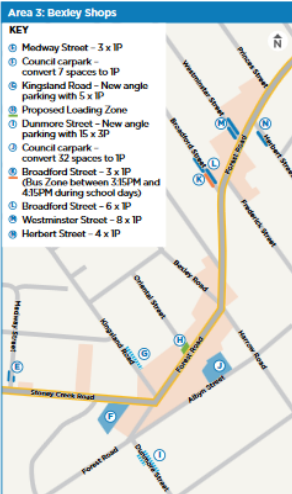
Area 2: Stoney Creek Road near Preddys Road, Kingsgrove



KEY

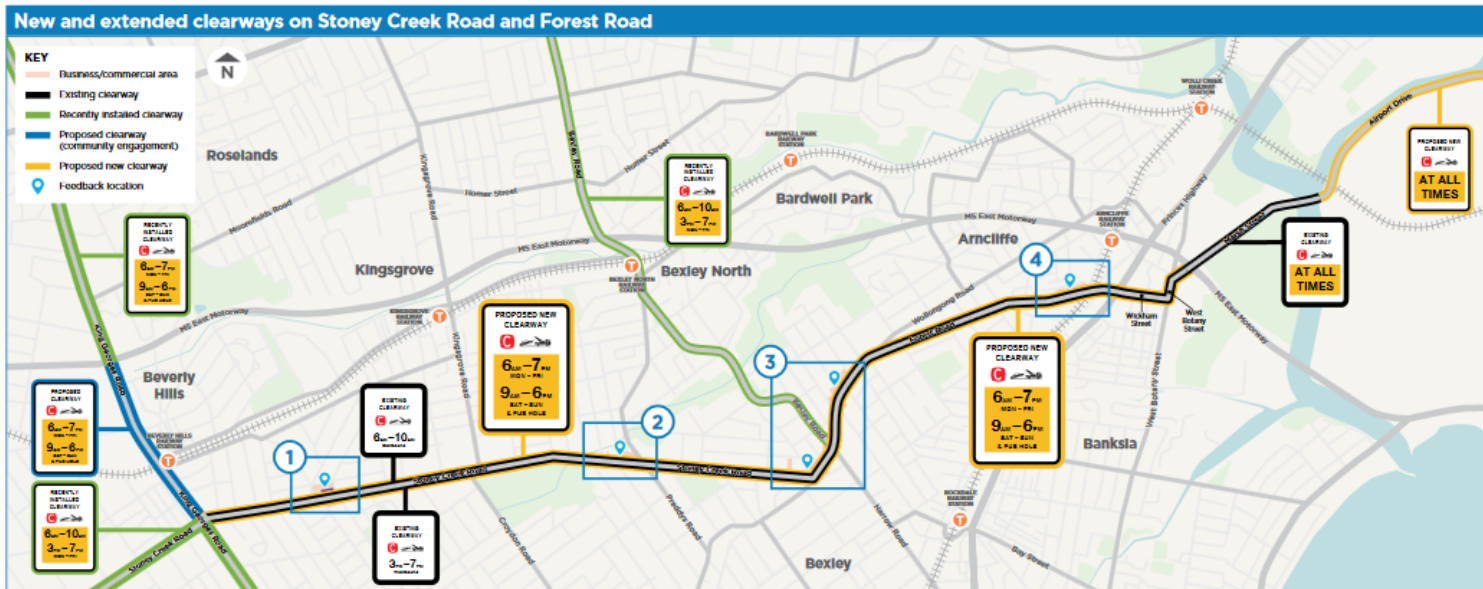
- Oliver Street - 2 x IP
- Coveney Street - 5 x IP
- Preddys Road - 3 x IP

Area 3: Bexley Shops



KEY

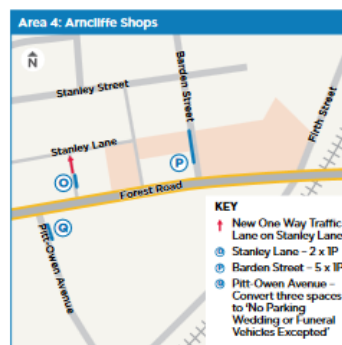
- Medway Street - 3 x IP
- Council carpark - convert 7 spaces to IP
- Kingsland Road - New angle parking with 5 x IP
- Proposed Loading Zone
- Dunmore Street - New angle parking with 15 x 3P
- Council carpark - convert 32 spaces to IP
- Broadford Street - 3 x IP (Bus Zone between 3:35PM and 4:35PM during school days)
- Broadford Street - 6 x IP
- Westminster Street - 8 x IP
- Herbert Street - 4 x IP



Area 4: Arncliffe Shops

Pitt-Owen Avenue to Firth Street, Arncliffe

- Q. **Stanley Lane** – convert two unrestricted parking spaces into 1P parking spaces and new one way traffic flow.
Stanley Lane would be converted to one way northbound to safely accommodate the proposed parking spaces as detailed on the map.
- P. **Barden Street** – convert five unrestricted parking spaces into 1P parking spaces
- Q. **Pitt-Owen Avenue** – convert three unrestricted parking spaces into 'No Parking Wedding or Funeral Vehicles Excepted'



Are there other clearways in my area?

The NSW Government has installed many new and extended clearways in and around your area improving east-west and north-south connections.

As clearways continue to be rolled out across Sydney, you, your family and friends will experience more efficient, safer, and more reliable journey times. This means less time in the car, and more time doing the things you enjoy.

In 2018:

- new and extended weekday clearways were introduced on **Henry Lawson Drive, Forest Road and Stoney Creek Road** between Padstow Heights and Penshurst
- new weekend and extended weekday clearways were introduced on **King Georges Road** between the Hume Highway, Greenacre and the M5 Motorway, and between **Stoney Creek Road, Beverly Hills** and the **Princes Highway, Blakehurst**.

In 2019:

- new weekday peak hour clearways became operational in July on **Bexley Road** between Canterbury Road, Campsie and Forest Road, Boxley
- new weekend and extended weekday clearways are proposed on **King Georges Road** at **Beverly Hills**. In June we engaged with the community and sought feedback on the proposed alternative business customer parking at the Beverly Hills Town Centre.
- Clearways 'At All Times' has also been announced on **Airport Drive, Qantas Drive, Joyce Drive** and **General Holmes Drive** providing improved connectivity from Marsh Street to Sydney Airport.

As clearway investigations progress in this area we will continue to engage with the community on any new projects. If you would like to nominate a state road for clearways, please visit our website:

www.rms.nsw.gov.au/clearways

We want your feedback

We invite your feedback on the proposed alternative business customer parking by Monday 12 August 2019.

Please send your comments to clearways@rms.nsw.gov.au or call 1300 706 232.

We will be collecting customer feedback at the locations shown on the map overleaf on the following dates:

Tuesday 30 July 2019 from 11am to 3pm

Thursday 1 August 2019 from 11am to 3pm

Saturday 3 August 2019 from 10am to 2pm

Sunday 4 August 2019 from 10am to 2pm

Our team members will be easily identifiable wearing high visibility vests.

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

If you currently shop, visit places or work along this corridor, we understand that it is important to be able to park nearby.

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.



Congestion through Bexley Shops

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 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, you risk being fined and your vehicle can be towed.

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.

Why is parking being removed from the state road?

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

Any parking currently permitted on the state road is not specifically allocated to residents and business or properties.

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.

However, parked vehicles can impact on the primary purpose of the road and the NSW Government can change parking restrictions, across the state road network, to ensure these roads are fulfilling their primary purpose.



Save travel time



Improving traffic flow



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 بخدمة الترجمة **131 450** على الرقم (TIS National) والطلب منهم بالاتصال بوكالتهم **1300 706 232** على الرقم.

Cantonese

若你需要口譯員，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

如果你需要口譯員，請致電 **131 450** 或系翻譯和口譯服務署 (TIS National)，要求他們致電 **1300 706 232** 联系 Roads and Maritime Services。

Background

In December 2013, the NSW Government announced the Sydney Clearways Strategy which identified routes on Sydney's road network that could benefit from new and extended clearways.

Installing new and extended clearways on weekdays and weekends can help reduce congestion in many areas of Sydney by allowing motorists to use all traffic lanes.

Since 2013, we have installed over 580 kilometres of new and extended clearways across some of Sydney's busiest road corridors. We are continuing to investigate where new and extended clearways would help ease congestion and provide more reliable travel times for road users across the network. For further information please visit our website: www.rms.nsw.gov.au/clearway

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

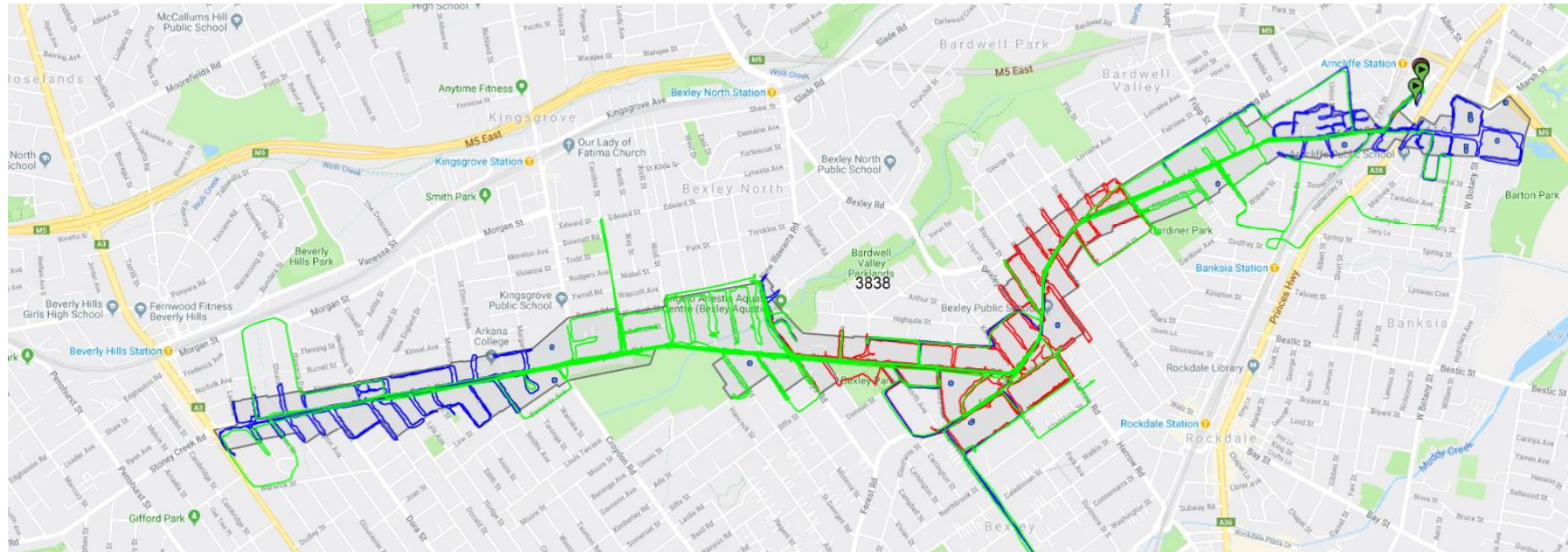
[facebook.com/NSWRoads](https://www.facebook.com/NSWRoads)



July 2019
RMS 19 1303

Privacy Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPPIA") which requires that we comply with the Information Privacy Principles set out in the PPPIA Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of 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 the 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 NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.

4.2 Appendix B – Distribution Area



4.3 Appendix C – Newspaper Advertisement June 2019

20 ST GEORGE & SUTHERLAND SHIRE LEADER Wednesday July 24, 2019

NEWS

Meningococcal cases could rise

THE local health district is urging people to be alert to lesser known signs of meningococcal, with two cases already reported in the area this year and the peak period for the disease still more than a month away.

Public health unit director of South Eastern Sydney Local Health District (SESLHD), Professor Mark Herein, says cases normally start to increase towards the end of the season when people's immune systems are weaker.

"Last year SESLHD reported 10 cases of meningococcal disease. It is a rare but serious bacterial infection that can cause death within hours," he said. "Most cases occur in infants, young children, teenagers and young adults."

NSW Health's director of communicable diseases, Vicky Sheppard says meningococcal can often mimic other common illnesses, so it is important people be aware of signs that suggest a more serious illness, such as symptoms, vomiting, neck stiffness, joint pain, light sensitivity, or a sudden fever.

Meningococcal is spread by secretions from the nose and throat. Close and prolonged contact is needed to pass it on; it more commonly occurs in people aged between 15-24 years as they tend to be involved in more intimate social activities such as kissing.

It could be something else. "Most people normally associate meningococcal disease with a rash of red-purple spots or bruises but in some cases a rash doesn't appear, or it could be the last symptom to take shape," Dr Sheppard said.

PROTECTION: Vaccination for meningococcal disease types A, C, W and Y is available on the National Immunisation Program.

— EVA KOLIMAR

theleader.com.au

MUMPRENEUR: Peakhurst's Vina Charitos was inspired to launch a beauty business after having children. Pictured, Diana, Eva and Christian. Picture: John Vago

Beauty within for 'tween' body image

A PEAKHURST mum of three has launched into a beauty business venture inspired by her children, and now she's up for an award.

MUMPRENEUR is a skincare range for pre-teens, and its aim is to boost positive body image for young Aussie kids.

Vina Charitos launched the brand in April this year. She has been nominated for a finalist in the AusMumpreneur awards, with winners to be announced on September 6 in Melbourne. The awards recognise and celebrate the growing number of women who balance motherhood and business successfully.

"With tween body image, there is pressure what to look like, from what they see on TV," she said.

"When my eldest needed to start cleaning her face and using deodorant, I realised there weren't a lot of options for that age," Mrs Charitos said. "Then the MUMPRENEUR is all about educating the growing number of women who balance motherhood and business successfully."

Ingredients contain Australian plant extracts and are paraben free and vegan friendly.

MUMPRENEUR has also been officially endorsed by Dolly's Dream to raise funds to help reduce bullying and its effects, with five per cent of all sales going to Dolly's Dream.

— EVA KOLIMAR

www.localnewsplus.com.au

Canterbury Bankstown Torch Wednesday July 24, 2019 17

Slams more cost shifting

Over bid to pass on election cost

CANTERBURY Bankstown Council will have to fork out almost \$1m under a proposal which would see it pay for the running of local government elections.

The Independent Pricing and Regulatory Tribunal (IPART) is seeking feedback on its recommended changes to what councils pay for in local government election services provided by the NSW Electoral Commission (NSWEC).

IPART is recommending that for the 2020 elections, councils, rather than NSW taxpayers, pay the full efficient costs of the election services they receive.

Mayor Khal Asfour said the cost of such a decision would be significant for ratepayers, including in Canterbury-Bankstown.

"It's just another case of cost shifting," Mayor Asfour said. "On top of that, IPART is suggesting the cost of the NSW Electoral Commission holding elections for councils be passed onto ratepayers in full and, yet also acknowledges there are barriers preventing private companies from providing the service."

"We believe the Government should defer passing on the increase until at least 2024, when IPART is initiating the NSW Electoral Commission will no longer have a monopoly."

IPART Chair Dr Paul Patterson said the introduction of cost-reflective pricing would change the allocation of costs between councils to better reflect the actual costs of providing services, and encourage greater competition in the provision of election services.

"It would be an extra \$100,000 for our ratepayers," he said.

"We are proposing a pricing approach and other measures that are aimed at enhancing the supply of election services which over time, has the potential to increase innovation, provide councils with more choice and reduce costs," he said.

Support Red Nose Day to keep bubs alive

ALARMINGLY, one Australian baby is stillborn every four hours - a statistic so shocking that Red Nose is funding projects to meet its goal to reduce stillbirth rates to 20 per cent over the next three years and public support is needed more than ever.

Support Red Nose Day in its 31st year on August 9, by making a donation, purchasing a red nose, hosting a fundraising event, or pre-schools can host a Little Rockers Red Nose Disco using a special iHeartRadio station soundtrack, with merchandise available from Big W at Campsie Centre.


Big W manager, Euphonia says Woolworths and Big W are great supporters of Red Nose Day and are only too happy to help raise funds for vital research and ease the pain of grieving families.

"It's one of the ways we are happy to give back to the community, and have red noses for sale now for \$3. Woolworths Dogs for \$30, pens for \$5 and fluffy animals for \$5," he said.

Funds raised will directly benefit the community through funding vital research, safe sleeping and pregnancy education, and bereavement support.

Over 10,000 children's lives have been saved in the last three decades but still more than 3,000 die every year. Public support of Red Nose Day is critical to help stop these nine babies dying suddenly and unexpectedly each day. Visit rednose.org.au to donate or learn more.


4.4 Appendix D – Social Media Post

**NSW Roads**

Published by CoSchedule App [?] · 22 July · 🌐

🤔 Do you think traffic will flow better on Stoney Creek Road and Forest Road if vehicles are not parking in the kerbside lane? Reply in the comments with Yes ✅ or No ❌

Find out more at <https://rms.work/cwy-stoneycreekrd-forestrd>




00:41


394,213
People reached


13,206
Engagements


Boost Post


 191

236 Comments 22 shares


 Like

 Comment

 Share



4.5 Appendix E – Customer Feedback Form



**Proposed alternative business customer parking options for
new and extended clearways on King Georges Road, Beverly Hills
Between the M5 Motorway and Stoney Creek Road**

Contact details:

First Name	Email
Address	Contact number

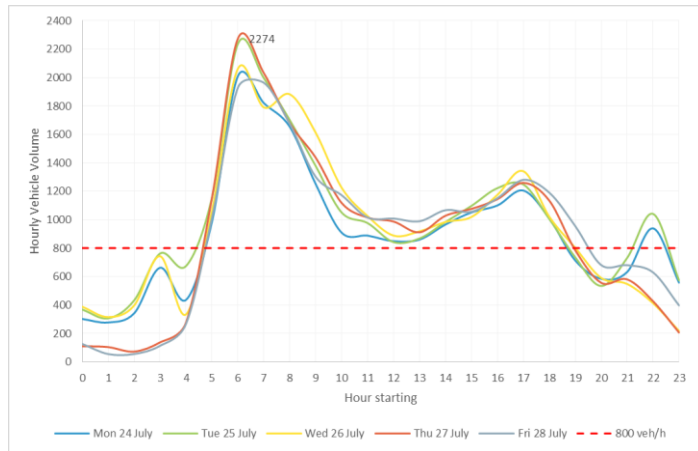
To allow us to effectively collate feedback, please tick the box below that best describes you.

<input type="checkbox"/> Local resident	<input type="checkbox"/> Support the proposal
<input type="checkbox"/> Local business customer	<input type="checkbox"/> Do Not support the proposal
<input type="checkbox"/> Local business name: _____	<input type="checkbox"/> No comment
<input type="checkbox"/> Road user	<input type="checkbox"/> Other _____
<input type="checkbox"/> Heavy vehicle operator	
<input type="checkbox"/> Government agency name: _____	

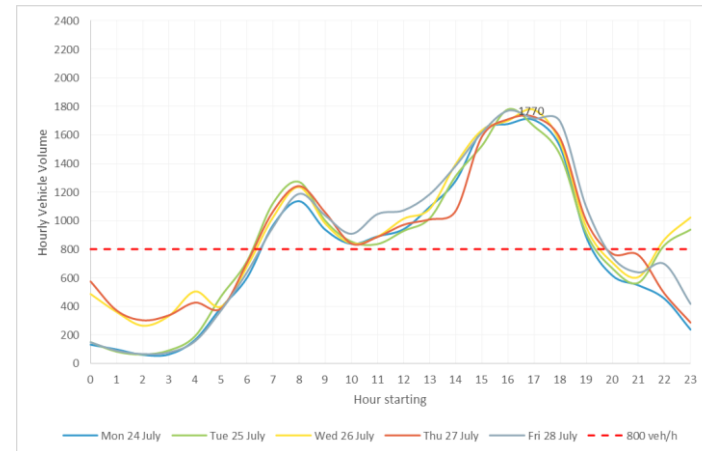
Feedback:

Turn the page for more writing space

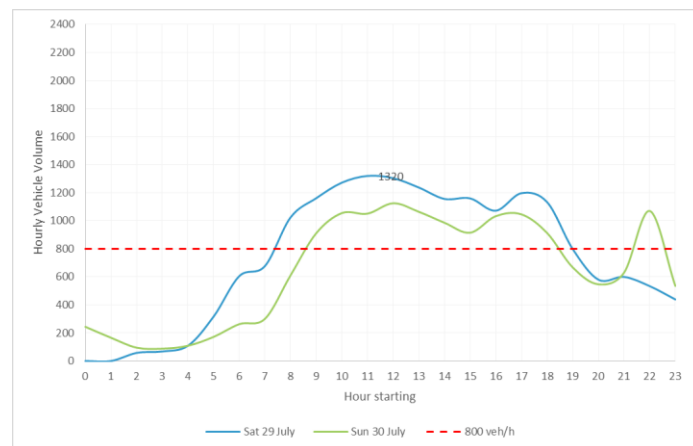
4.6 Appendix F – Traffic Volume – Stoney Creek Road



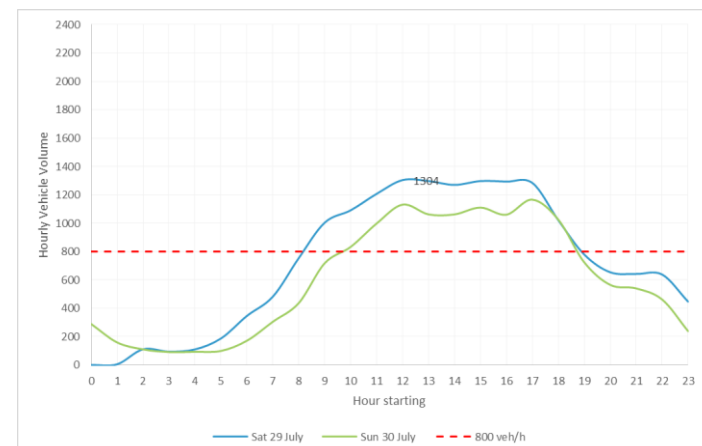
Appendix F1: Weekday eastbound traffic volumes on Stoney Creek Road at the intersection of Cahill Street and Edmund Street



Appendix F2: Weekday westbound traffic volumes on Stoney Creek Road at the intersection of Cahill Street and Edmund Street

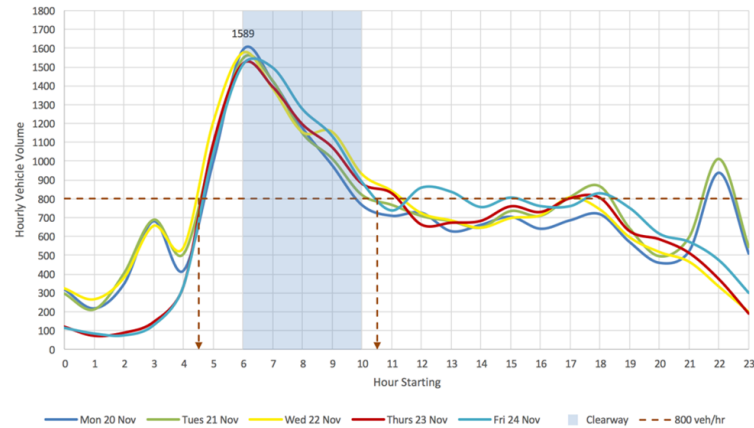


Appendix F3: Weekend eastbound traffic volumes on Stoney Creek Road at the intersection of Cahill Street and Edmund Street

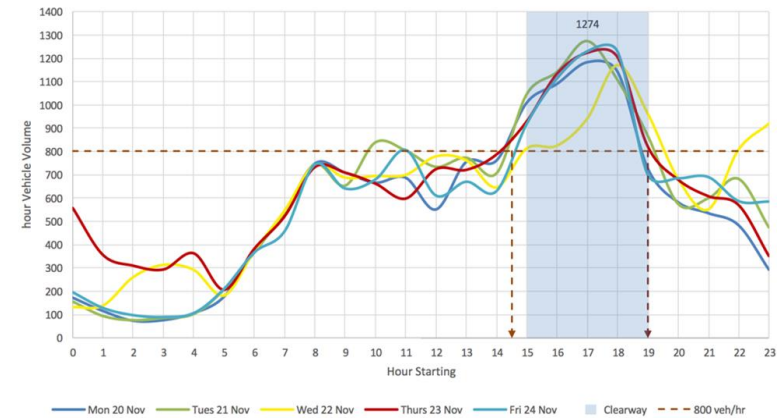


Appendix F4: Weekend westbound traffic volumes on Stoney Creek Road at the intersection of Cahill Street and Edmund Street

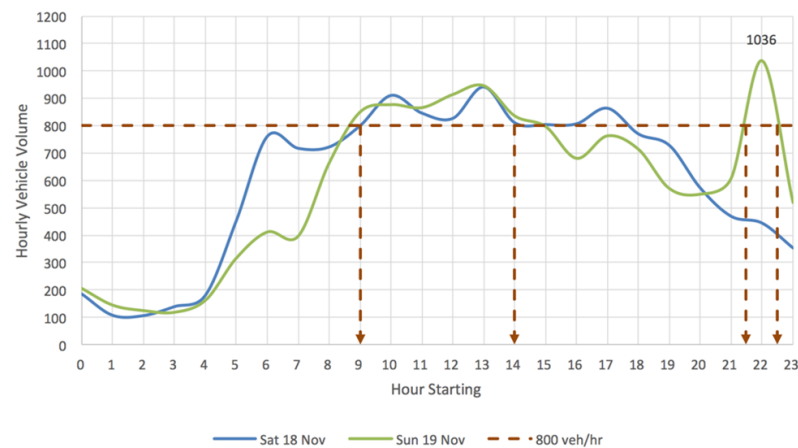
4.7 Appendix G – Traffic Volume – Forest Road, Location 1



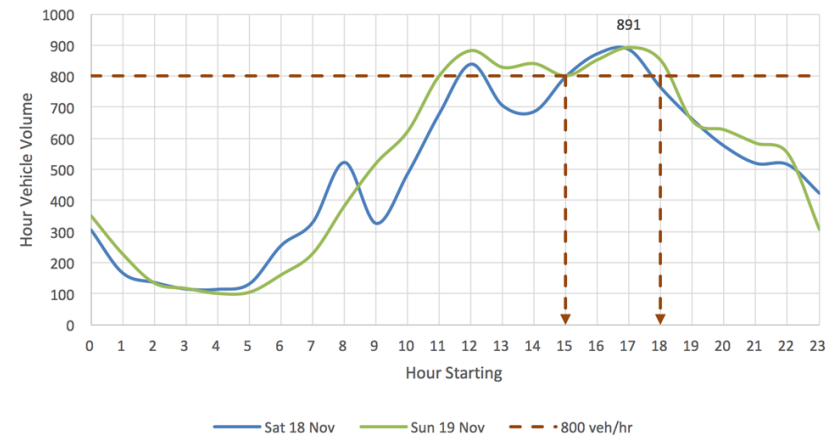
Appendix G1: Weekday eastbound traffic volumes on Forest Road at the intersection of Forest Road and Bexley Road



Appendix G2: Weekday westbound traffic volumes on Forest Road at the intersection of Forest Road and Bexley Road

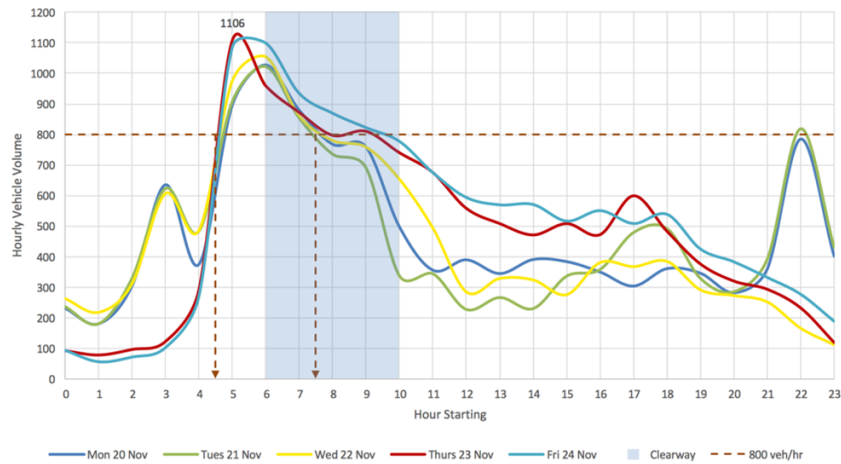


Appendix G3: Weekend eastbound traffic volumes on Forest Road at the intersection of Forest Road and Bexley Road

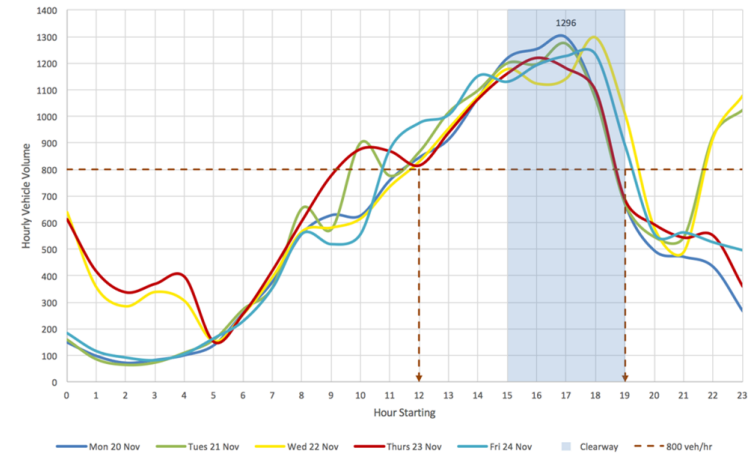


Appendix G4: Weekend westbound traffic volumes on Forest Road at the intersection of Forest Road and Bexley Road

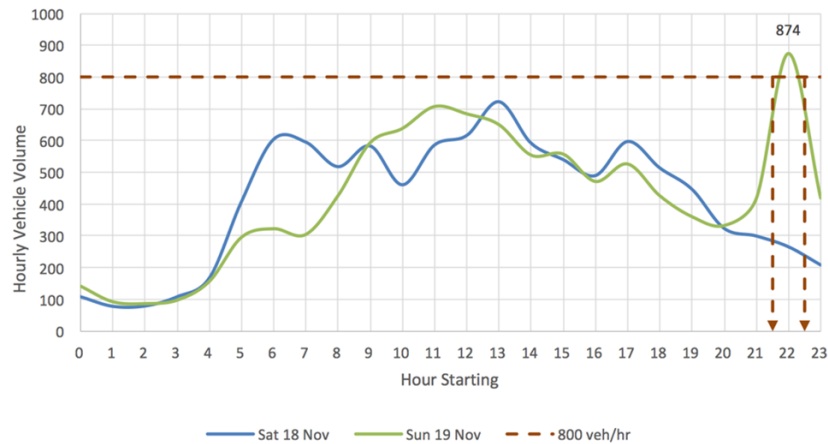
4.8 Appendix H - Traffic Volume – Forest Road, Location 2



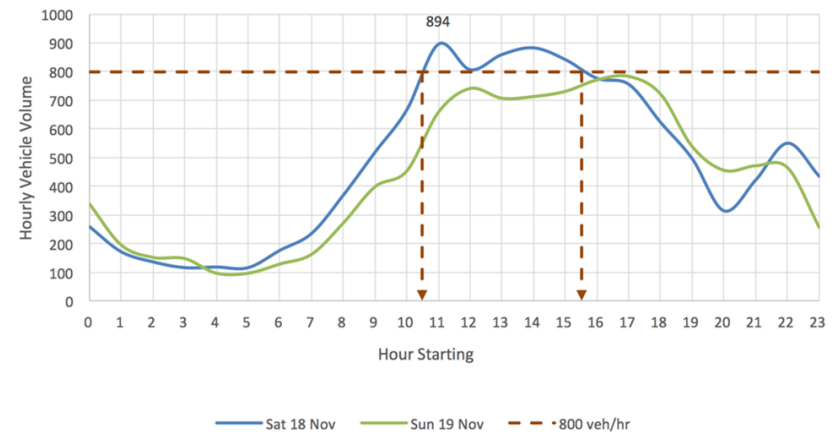
Appendix H1: Weekday eastbound traffic volumes on Forest Road at the intersection with Wolli Creek Road



Appendix H2: Weekday westbound traffic volumes on Forest Road at the intersection with Wolli Creek Road

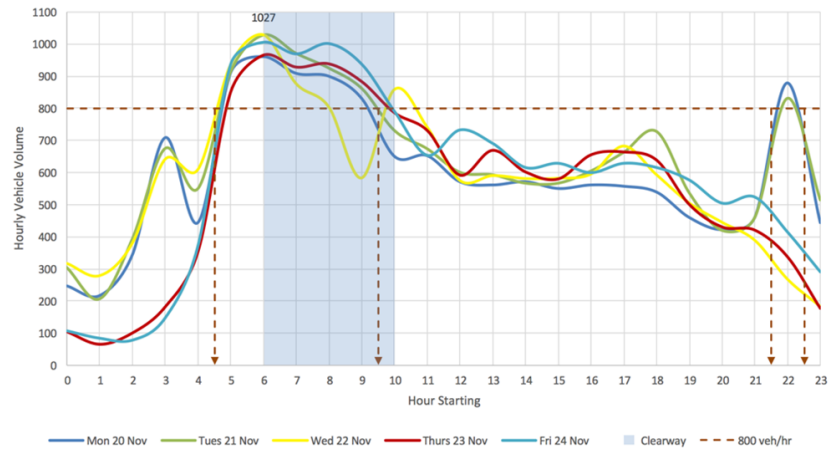


Appendix H3: Weekend eastbound traffic volumes on Forest Road at the intersection with Wolli Creek Road

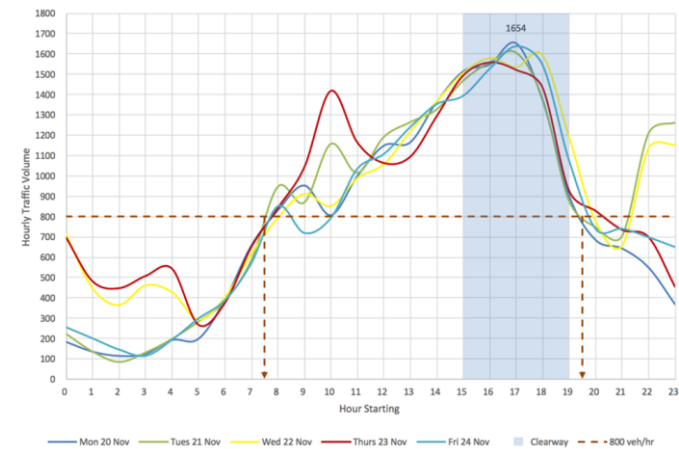


Appendix H4: Weekend westbound traffic volumes on Forest Road at the intersection with Wolli Creek Road

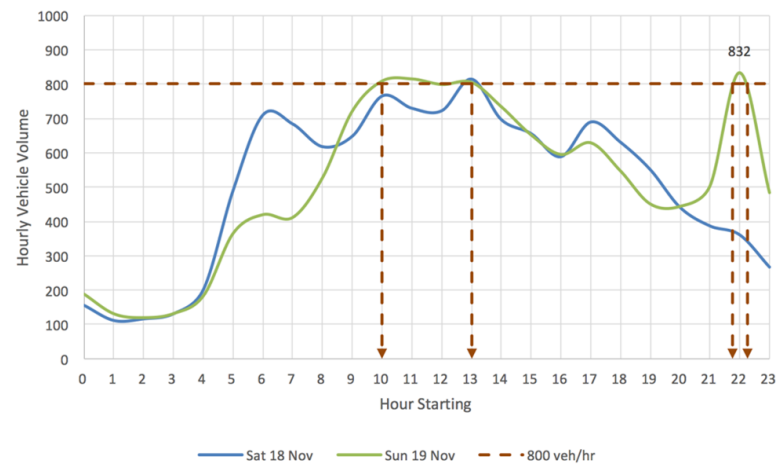
4.9 Appendix I - Traffic Volume – Forest Road, Location 3



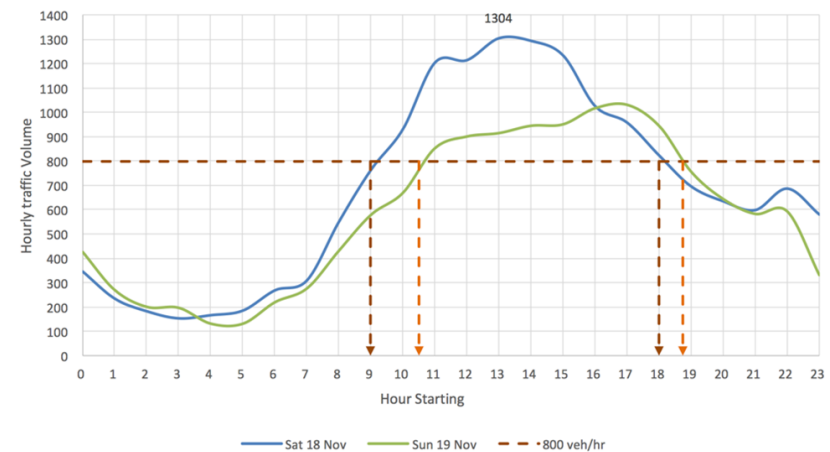
Appendix I1: Weekday eastbound traffic volumes on Forest Road at the intersection of Princes Highway and Eden Street / Wardell Street



Appendix I2: Weekday westbound traffic volumes on Forest Road at the intersection of Princes Highway and Eden Street / Wardell Street



Appendix I3: Weekend eastbound traffic volumes on Forest Road at the intersection of Princes Highway and Eden Street / Wardell Street



Appendix I4: Weekend westbound traffic volumes on Forest Road at the intersection of Princes Highway and Eden Street / Wardell Street



1300 706 232



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www.rms.nsw.gov.au/clearways

January 2020

19.1475

ISBN: 978-1-922338-17-4