

Access and Place Improvements The Grand Parade Kyeemagh to Sans Souci

Community
Engagement Report

February 2023



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live. We acknowledge the Gadigal and Bidjigal people of the Eora Nation, the traditional custodians of the land in which this project is located, and all peoples and nations.

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

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

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

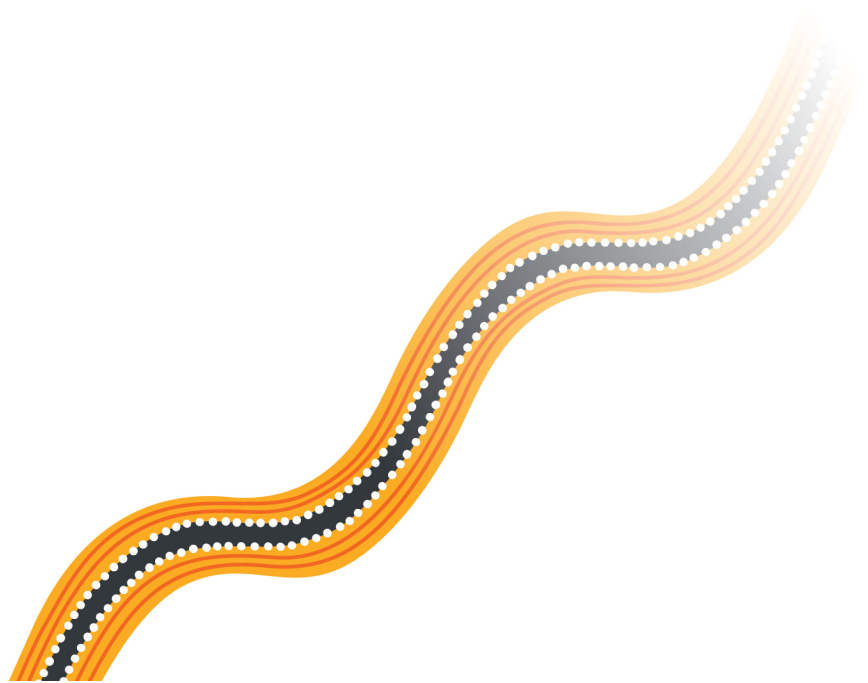
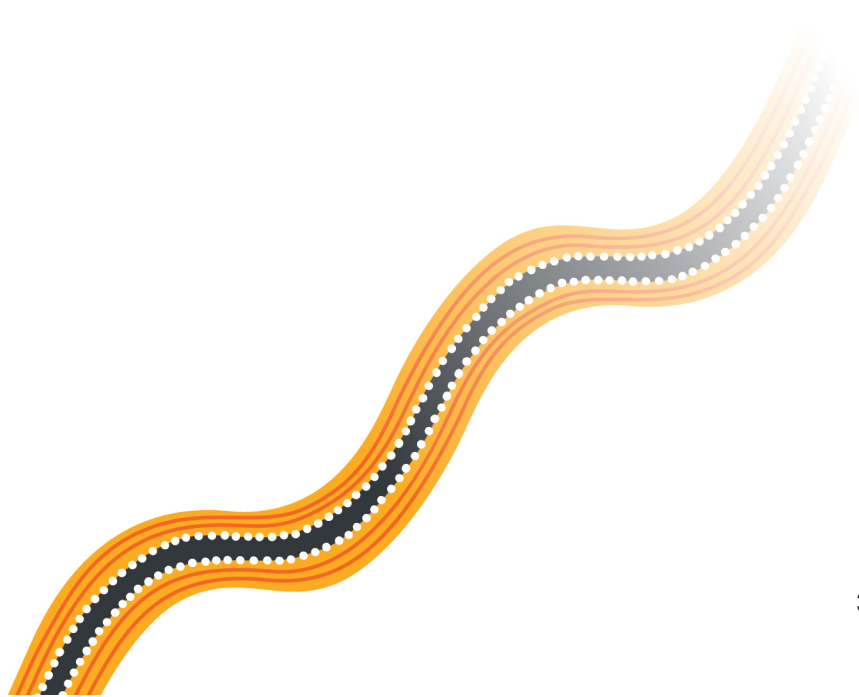


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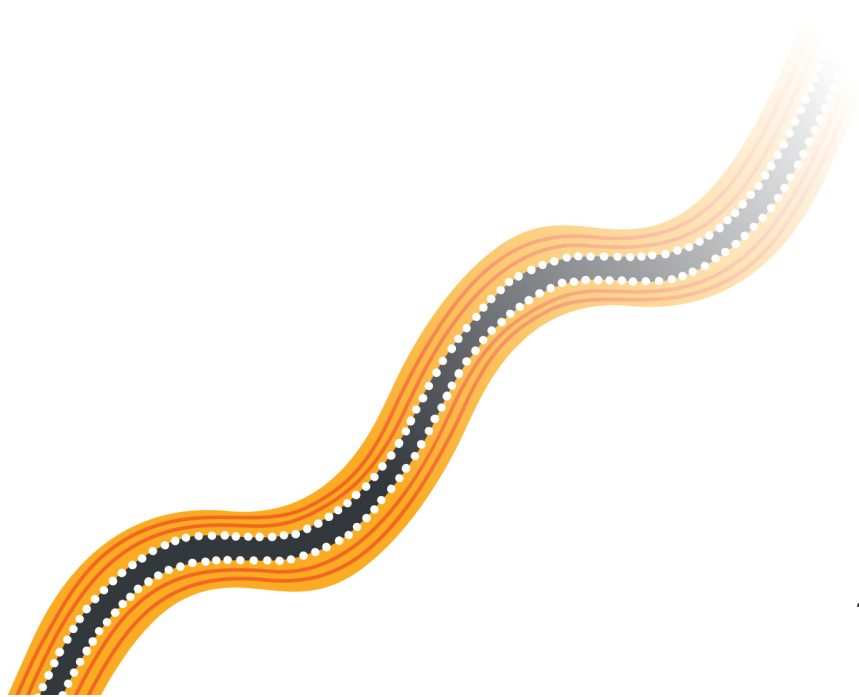


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1-17/11	1 st draft review by PD
5-12	C&P review, sent to Director



1. Executive Summary

This report is a summary of Transport for NSW's engagement with the community and key stakeholders on the proposed Access and Place Improvements: The Grand Parade, Kyeemagh to Sans Souci. The project is designed to create traffic efficiencies and a more people friendly place by reducing congestion and improving traffic flow. The proposal also includes place amenities, traffic calming measures and improved safety for pedestrians.

The Grand Parade corridor covers a length of nine km in both directions and carries in the order of 71,000 vehicles daily. This corridor was identified for investigation in the Sydney Clearways Strategy. The Strategy was developed to manage congestion across the Sydney road network by introducing new and extended clearways on congested roads that play a key role in moving people and goods across Sydney. Traffic investigations demonstrate new and extended clearways along The Grand Parade between the Captain Cook Bridge, Sans Souci and the Endeavour Bridge, Kyeemagh are needed to ease congestion and improve the reliability of journey travel times.

Clearways form part of a number of measures that can be applied to improve traffic flow on state roads. Other measures include 'No Stopping' restrictions, bus lanes and transit lanes.

Clearways also:

- reduce congestion by making all lanes available to road users
- improve reliability of journey times
- improve safety by removing parked vehicles from the kerbside lane
- have an immediate benefit to traffic flow, by ensuring the existing road space can be used for vehicle movement.

Transport proposes to extend existing weekday clearways and introduce new weekend and public holiday clearways. Road space is also proposed to be reallocated to create new people friendly place amenities for alfresco dining, retail and entertainment, creating safer walking and recreational areas in Brighton Le Sands (subject to council approval). There are proposed traffic calming measures for Bay Street to reduce vehicle speeds including two speed humps and an extended median to ensure vehicles remain on the correct side of the road.

Our investigations show there is sufficient parking available with the new parking bay and timed parking spaces on The Grand Parade, in existing side streets and public car parks, close to areas where parking would be removed from The Grand Parade and Rocky Point Road if the new and extended clearways are installed.

On 23 September 2022, Transport informed the community and key stakeholders, including business owners, about the proposal. The community engagement period closed 17 October 2022.

Community engagement activities

Channel	Description
Media release/earned media	St George Leader article at https://www.theleader.com.au/story/7916476/new-and-extended-clearways-for-the-grand-parade-from-kyeemagh-to-sans-souci/?cs=1507
Community update	<ul style="list-style-type: none"> • 42,000 print notifications were letterbox dropped to residents and businesses across the proposal area • Email sent to emergency services and schools
Engagement portal and interactive map	<ul style="list-style-type: none"> • 5,530 unique visitors accessed the community consultation and interactive map at https://caportal.com.au/tfnsw/grandparade
Information sessions	<ul style="list-style-type: none"> • 51 community members participated in the community information livestream session on 11 October from 12pm to 1pm • Pop up displays at Rockdale Plaza on Sunday 9 October and Sans Souci Central on Thursday 13 October. A total of 50 community members engaged with project officers and display materials
Doorknocks	<ul style="list-style-type: none"> • Over 200 businesses and residents informed and engaged along The Grand Parade at Brighton Le Sands and Sans Souci
Key stakeholder briefings	<ul style="list-style-type: none"> • Georges River Council briefed 27 September • Bayside City Council briefed 12 October • Member for Rockdale briefed 17 October
Social media	<ul style="list-style-type: none"> • 106 comments, 191 reactions and 42 shares regarding the proposal on social media

There was broad community support received for the proposal. Community feedback was also supportive of:

- the place amenities and traffic calming measures
- further extensions to clearways and other traffic improvements.

Businesses and residents directly impacted by removal of parking on The Grand Parade, Rocky Point Road and Sandringham Street raised the following:

- questioned the justification for clearways and parking changes
- impacts to residents and visitors from the removal of on-street parking
- reduced parking options for delivery trucks, beach goers and business customers
- competition for parking availability in local side streets
- impacts to local business resulting from reducing parking supply, during clearway hours.

A detailed summary of the feedback and responses can be found in Section 5 of this document.

The decision

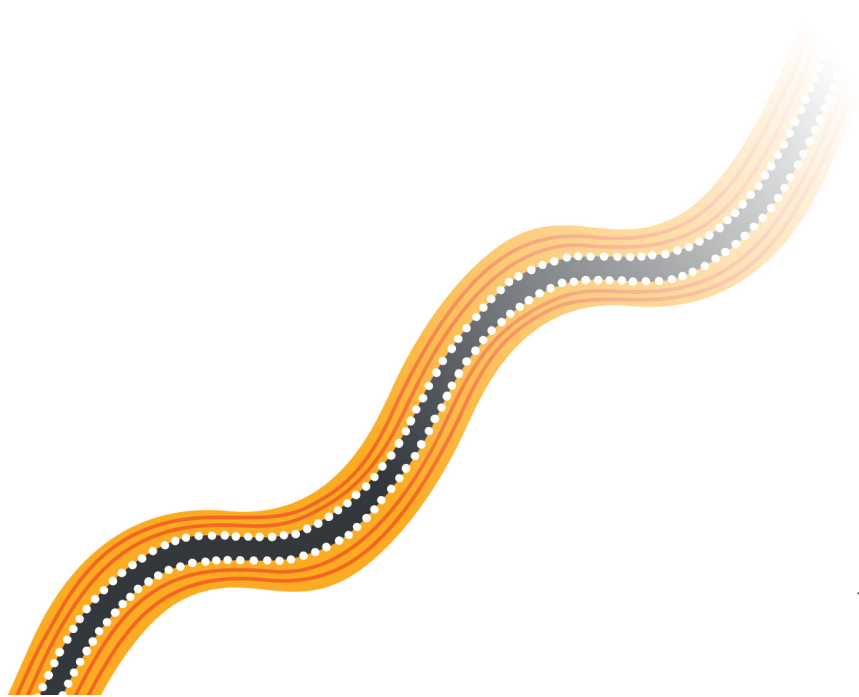
Transport would like to thank everyone who provided feedback. We have listened to the feedback received from the community and decided to continue to work with councils and key stakeholders to further develop the proposal and investigate the concerns raised during the consultation period. In response to community feedback, Transport is prioritising The Grand Parade and Sandringham Street for the Access and Place Improvements proposal. The Rocky Point Road proposal will be considered as a separate project or as part of the Princes Highway corridor in the future.

The access and place improvements along The Grand Parade corridor include:

- removal of kerbside parking along The Grand Parade and Sandringham Street during the new and extended proposed clearway hours
- providing alternative business parking on state and local roads (subject to council approval)
- improvement of place amenities on local roads.

The community and businesses have raised a number of issues in relation to the proposed access and place improvements along the Grand Parade corridor. A total number of 742 submissions were received from the community as part of the Have Your Say consultation. Transport will continue to work with local councils on the development of the project over the coming months.

We will provide an update to the community on the outcome of these further investigations and the development of the proposal in mid-2023.



2. Purpose of this report

2.1 Background

For the purposes of this proposal, The Grand Parade corridor includes General Holmes Drive, The Grand Parade, Sandringham Street and Rocky Point Road.

The Grand Parade corridor provides a strategic link between major routes including the M1, A3 and Princes Highway (A36) and acts as a key route to cross the Georges River. It also provides access to the suburbs of Kyeemagh, Brighton Le Sands, Kogarah, Monterey, Ramsgate, Sans Souci, Dolls Point, Sandringham and Taren Point. There are centre-serving bus routes providing north-south connectivity to the Sydney CBD from Sans Souci and connectivity between South Sydney suburbs such as Ramsgate, Rockdale, Kyeemagh, Miranda and Brighton Le Sands. The corridor carries vehicles, freight and buses and enables connectivity to other modes of transport including the T4 Illawarra rail line, Sydney Airport and Port Botany.

Transport aims to balance the needs of road users, local residents and businesses by making room for the efficient movement of traffic and reducing congestion along The Grand Parade corridor.

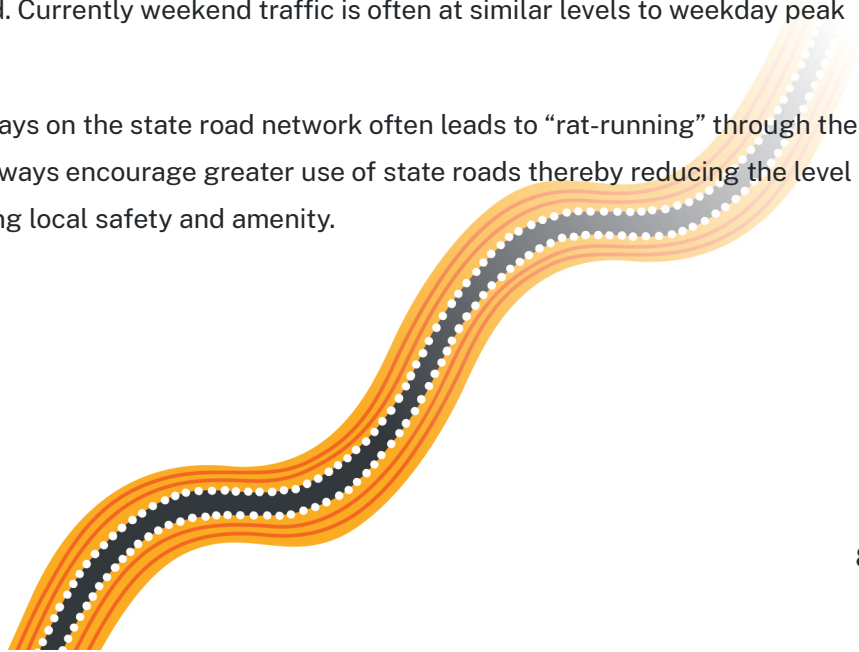
We also want to create a safer, more pedestrian and bike friendly neighbourhood for the local community. This includes reallocating road space to create widened footpaths, plaza areas and traffic calming measures on local streets (subject to council approval).

Traffic growth along The Grand Parade corridor

Based on an analysis for road network planning for The Grand Parade corridor, completed in 2018, traffic growth along the corridor is expected to increase by 20% between 2017 and 2036. As the customer base using the road network continues to grow, the average travel speeds on major Sydney roads will continue to reduce.

In addition to high traffic volumes, kerbside parking, traffic incidents, or traffic signal failures, often lead to long delays and unreliable travel times for road users and bus passengers. As traffic volumes continue to grow and travel times reduce, the traditional peak periods are spreading across a longer time period. Currently weekend traffic is often at similar levels to weekday peak periods.

Significant queues and delays on the state road network often leads to “rat-running” through the adjacent local roads. Clearways encourage greater use of state roads thereby reducing the level of rat-running and improving local safety and amenity.



Keeping Sydney moving

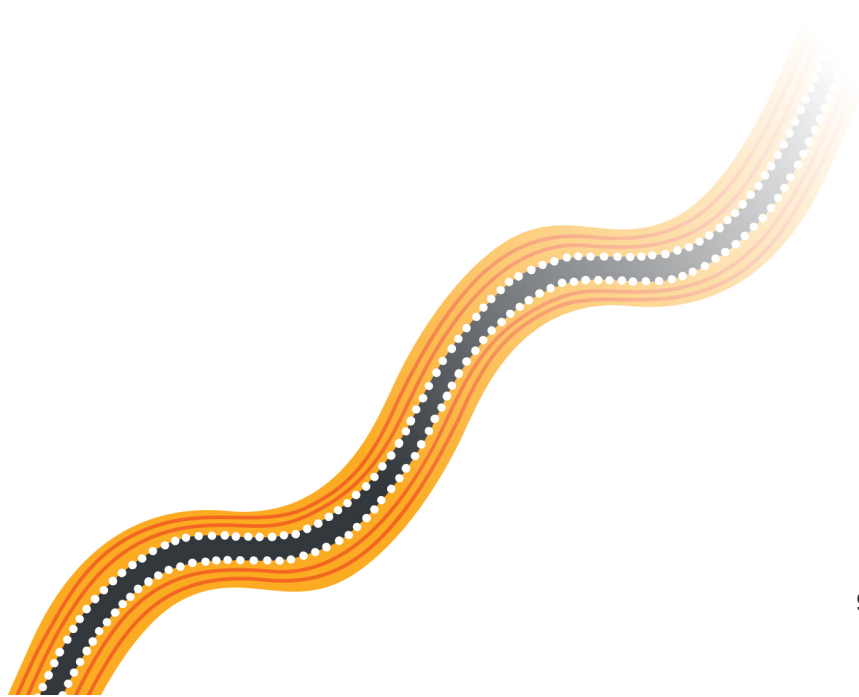
Congestion costs are around \$5 billion each year, or nearly \$1,100 per person. The Future Transport Strategy envisions 30 minutes travel between Sydney’s cities. To achieve this, clearways is one of the measures to facilitate travel reliability for all modes of transport.

A clearway is considered for a major state road when:

- directional traffic flows exceed 800 vehicles per hour per lane. Traffic studies show the vehicle volumes on The Grand Parade corridor exceed this threshold
- the road is a strategic bus or freight transport corridor for moving people and goods. The Grand Parade corridor is a tertiary freight corridor connecting Port Botany with Southern Sydney. The Grand Parade corridor also serves bus services between Sans Souci and the Sydney CBD
- alternative public parking close to local businesses can be found, taking into account the quantity and usage of parking removed to extend or introduce a new clearway. Alternative parking to that provided on The Grand Parade corridor has been identified nearby and the proposal includes alternate parking opportunities.

To improve safety, access and traffic efficiency, Transport proposes to extend existing clearways along The Grand Parade corridor to operate on weekdays and weekends in both directions, making the kerbside lane available for traffic movement.

	Current clearways (both directions)	Proposed new clearways (both directions)
Weekdays	6am to 10am (northbound) 3pm to 7pm (southbound)	6am to 7pm both directions
Weekends & public holidays	None	9am to 6pm both directions



3. Proposal overview

On 23 September 2022 Transport consulted with the community on our proposal to reduce congestion and improve traffic flow on The Grand Parade corridor from Kyeemagh to Sans Souci. This included people friendly place amenities across the retail, entertainment and business hubs of Brighton Le Sands and Sans Souci (subject to council approval).



The proposed new and extended clearway hours would change parking conditions along The Grand Parade corridor during the new clearway hours. Transport is proposing to provide new timed parking bays on The Grand Parade southbound next to the beach and additional timed parking spaces in local roads near businesses (subject to council approval).

Key features

- New clearways for access and traffic flow along The Grand Parade corridor on weekdays from 6am to 7pm and weekends and Public Holidays from 9am to 6pm in both directions
- General Holmes Drive at Bestic Street: New footpath to Southbound Bus Stop ID 2216124 on General Holmes Drive. Transport proposes to also install new red arrow pedestrian protection and upgrade the kerb ramp at the Bestic Street signalised intersection
- The Grand Parade southbound opposite Bruce Street: New indented 2P timed parking spaces (8.30am to 6pm weekdays, weekends and Public Holidays) and wider footpath for customers and beach goers
- Princess Street: Place amenities including plaza area. New 90 degree 2P parking (8.30am-6pm weekdays, weekends and Public holidays) and closure of Princess Street at the Grand Parade to provide a continuous footpath (subject to council approval)
- Bay Street: Extend existing eight 1P parking spaces (8:30am – 6pm) Monday to Friday, to weekends and public holidays. on the northern side of Bay Street between Moate Avenue and The Grand Parade and extend existing seventeen 1/2P parking spaces (8:30am – 6pm) Monday to Friday to weekends and public holidays on the southern side of Bay Street between Crawford Road and The Grand Parade. Traffic calming measures with speed humps are proposed in both directions and an extended median to Moate Avenue (in conjunction with local road closures)
- Teralba Road: Place amenities including plaza area. New 90-degree angle 1P parking spaces (8.30am-6pm weekdays, weekends and public holidays) and closing access to and from The Grand Parade into Teralba Road (subject to council approval)
- The Grand Parade opposite Teralba Road: Southbound Bus stop ID 2216129 at Teralba Road to be removed to create five new 2P parking spaces (8.30am -6pm weekdays, weekends and public holidays)
- The Grand Parade southbound opposite Teralba Road: Existing mobility parking space and loading zones in front of Le Sands Pavillion to be relocated 100m south in existing indented bay along The Grand Parade. Existing 24 unrestricted parking spaces in the indented bay to be converted to 2P parking (8.30am-6pm weekdays, weekends and public holidays)
- O'Neill Street: Extended kerbside and existing parking spaces to be converted to new 90 angle 2P timed parking (8.30am-6pm weekdays, weekends and public holidays) on southern side (subject to council approval)
- Alice Street: Extended alfresco dining area, footpath and ramp upgrade to create room for customers and cyclists to access Alice Street cycleway (subject to council approval)
- Bonanza Parade: Place amenities including raised threshold for traffic calming and 90-degree timed parking (subject to council approval)
- Bonney Street and Myers Street: Converting unrestricted parking to timed parking with a new loading zone on Bonney Street (subject to council approval)
- Bike racks installed in seven different locations (subject to council approval).

4. Engagement approach

4.1 Engagement objectives

To clearly listen to, inform and consult customers and communities on the access and place improvements along The Grand Parade corridor from Kyeemagh to Sans Souci.

- seek comment, feedback, ideas, and suggestions on the proposal
- build a database of interested community members with whom we can continue to engage during the proposal’s development
- engage with relevant councils, schools and other community groups
- inform the community, businesses and other stakeholders on the proposal
- consult around new and extended clearway implementation, alternative business customer parking and other negotiable elements of the project
- communicate clearly on the project and program timeline
- demonstrate community and stakeholder’s influence in the decision-making process
- build trust and rapport with the community and key stakeholders.

4.2 How engagement was done

Transport used an ‘inform’ and ‘consult’ engagement approach for this project:

- ‘Inform’ the community, businesses and other stakeholders on the proposal
- ‘Consult’ on the proposed ‘timed parking’ and amenity changes in local streets.

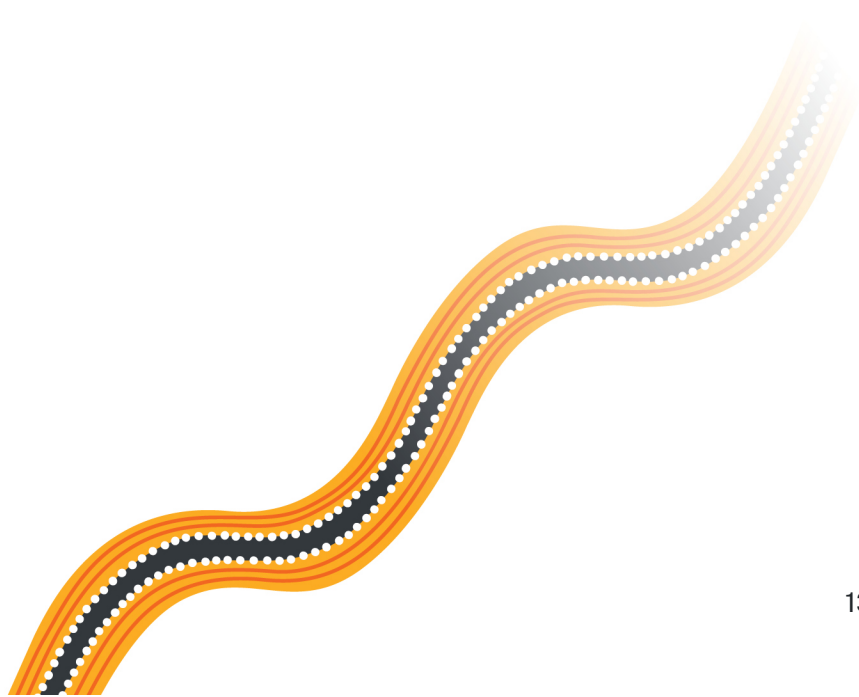
The community engagement period was held from Friday 23 September to Monday 17 October 2022.

Community members were encouraged to provide their feedback, leave comments and make submissions via the engagement web portal, during face to face and online information sessions as well as email or telephone the project information line.

Our key channels for community engagement:

Channel	Description
Media release/earned media	St George Leader article at https://www.theleader.com.au/story/7916476/new-and-extended-clearways-for-the-grand-parade-from-kyeemagh-to-sans-souci/?cs=1507
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Doorknocks	<ul style="list-style-type: none"> • Over 200 businesses and residents informed and engaged along The Grand Parade at Brighton Le Sands and Sans Souci
Key stakeholder briefings	<ul style="list-style-type: none"> • Georges River Council briefed 27 September • Bayside City Council briefed 12 October • Member for Rockdale briefed 17 October
Social media	<ul style="list-style-type: none"> • 106 comments, 191 reactions and 42 shares regarding the proposal on social media



5. Consultation summary/what we heard

5.1 Overview

Transport received 742 submissions from residents, community groups, local businesses and both Georges River Council and Bayside City Council.

The feedback was extensive with a broad range of comments, including:

- support for all elements of the proposal
- objections to all or some aspects of the proposal
- requests for changes to the proposal
- suggestions for additional measures.

Feedback provided that is not related to this proposal has been passed on to the relevant agency for their consideration. Comments in relation to public transport improvements and bus services have been passed on to the relevant team within Transport.

Many comments were in relation to proposed parking changes on local roads. The proposed parking changes by Transport do not include paid parking options however, council is responsible for managing parking on local roads and all local road changes are subject to council approval.

Issue Category	Issue Raised	Response
Clearway	Proposed clearway hours should be extended to start earlier and end later or even be in place 24/7	<p>Traffic volumes currently exceed 800 vehicles per hour in each direction during 6am to 7pm on weekdays and 9am to 6pm on the weekends, which has triggered the review of the corridor and as a result Transport has proposed the new and extended the clearway.</p> <p>With consideration of both the current and forecasted traffic volumes, investigations found that the traffic did not exceed 800 vehicles per hour per lane in each direction between the 7pm and 6am weekdays and between 6pm to 8am on weekends. These times of the day were excluded from the clearway hours, however, can be reviewed in the future should traffic volumes exceed the threshold outlined above.</p> <p>Limiting the clearway hours to when they are needed allows for parking on The Grand Parade corridor at all other times, particularly evening parking which is important to nearby businesses.</p>

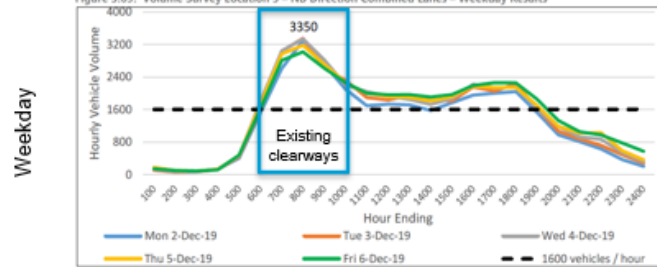
<p>The weekend and weekday clearway outside of peak is not necessary</p>	<p>The Grand Parade is an important commuter and tertiary freight route. During the current clearway hours, existing parking restrictions are effective in improving the performance of the corridor, however traffic volumes currently experienced throughout the day and on weekends warrant extensions of clearway hours of operation.</p>
<p>Clearway should not be in place on both sides at a time, as northbound congestion after 10am is non-existent, with parking available on one side at all times</p>	<p>Traffic and parking studies undertaken in 2019 show high traffic volumes and the current SCATS (Sydney Coordinated Adaptive Traffic System) data substantiates the 2019 traffic and parking studies, showing similar traffic volumes in both directions along the corridor. In addition, site observations confirm that the corridor is congested throughout the day, across the week, with queuing and delays.</p> <p>Transport continually reviews the performance of our networks and will respond to any future significant changes in usage, users or function of our network, which may result in a review of parking restrictions or road space allocation along the corridor in future.</p>
<p>Clearway should focus on the section on The Grand Parade between President Avenue and the Endeavour Bridge, while avoiding the southern part of The Grand Parade and Sandringham Street/Rocky Point Road</p>	<p>One of the key considerations for introducing a new or extended clearway on a state road is directional traffic flows exceeding 800 vehicles per hour per lane, which is in accordance with the Australian Standards.</p> <p>Traffic surveys were undertaken in 2019 to review the traffic volumes along The Grand Parade in both directions across the day on both weekdays and weekends. The survey found that traffic volumes can exceed 1,600 vehicles per hour for two lanes in each direction during weekdays from 6 am to 7pm and on weekends from 9am to 6pm. The current SCATS (Sydney Coordinated Adaptive Traffic System) data shows similar traffic volumes in 2022. See graphs below.</p> <p>Our investigations show General Holmes Drive, The Grand Parade, Sandringham Street and Rocky Point Road would benefit from all day weekday and weekend clearways. This includes the inter-peak period and is based on hourly traffic volumes and travel times. All day clearways will provide consistency across the road network.</p>



Sans Souci - Traffic Volume Analysis

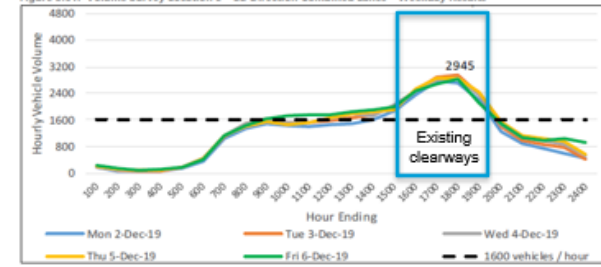
Northbound

Figure 3.69: Volume Survey Location 5 – NB Direction Combined Lanes – Weekday Results



Southbound

Figure 3.61: Volume Survey Location 5 – SB Direction Combined Lanes – Weekday Results



Weekend

Figure 3.65: Volume Survey Location 5 – NB Direction Combined Lanes – Weekend Results

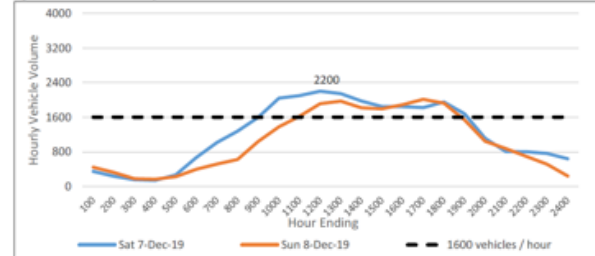
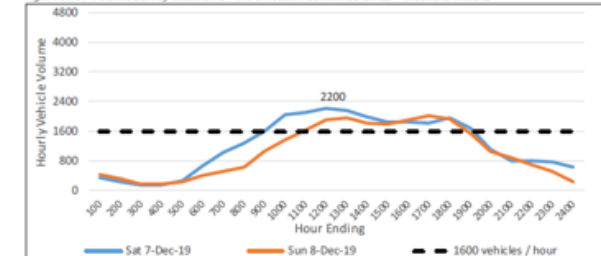


Figure 3.65: Volume Survey Location 5 – SB Direction Combined Lanes – Weekend Results



Rocky Point Road between Sandringham Street and Russell Avenue

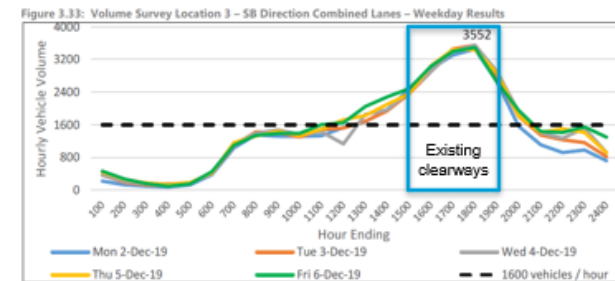


Brighton Le Sands - Traffic Volume Analysis

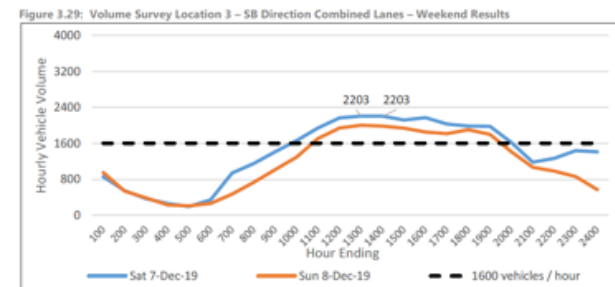
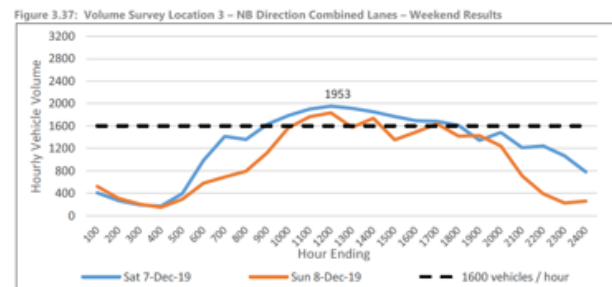
Northbound

Southbound

Weekday



Weekend



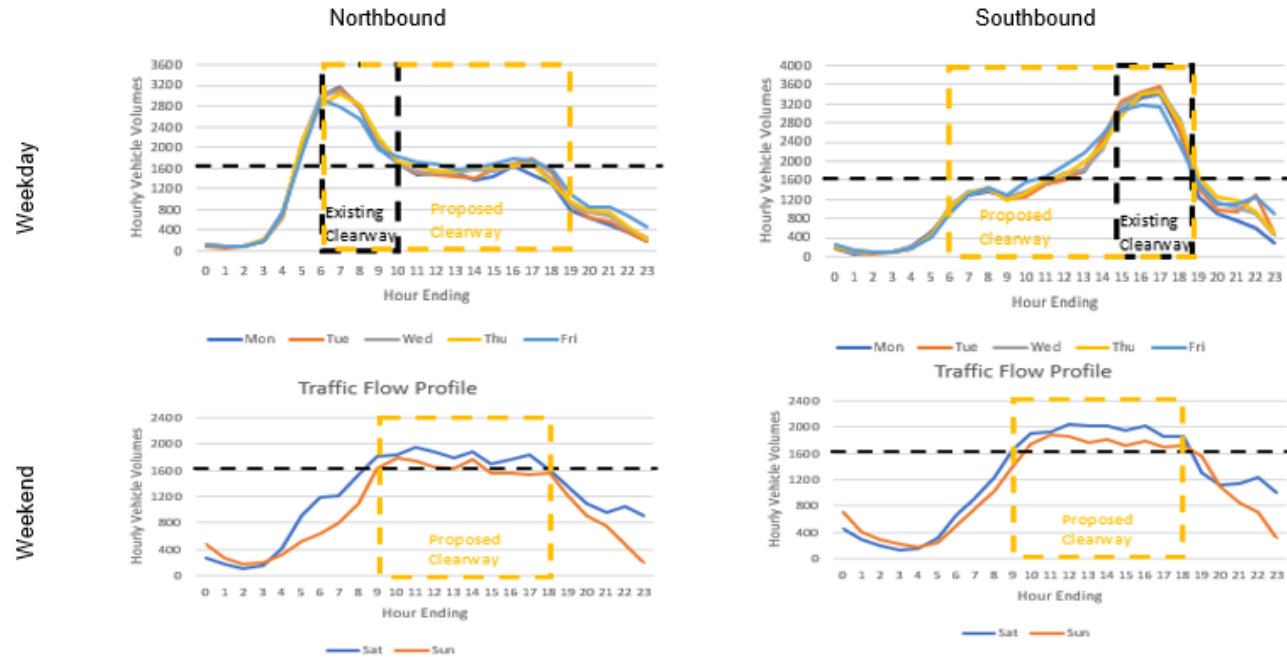
The Grand Parade between President Avenue and Bay Street

This proposal is based on traffic studies from 2019

One of the key considerations for introducing a new or extended clearway on a state road is directional traffic flows exceeding 800 vehicles per hour per lane, which is in accordance with Australian Standards. Traffic surveys were undertaken in 2019 to review the traffic volumes along The Grand Parade in both directions across the day on both weekdays and weekends. The survey found that traffic volumes can exceed 1,600 vehicles per hour for two lanes in each direction during weekdays from 6 am to 7pm and on weekends from 9am to 6pm. The current SCATS (Sydney Coordinated Adaptive Traffic System) data show similar hourly traffic volumes in 2022.



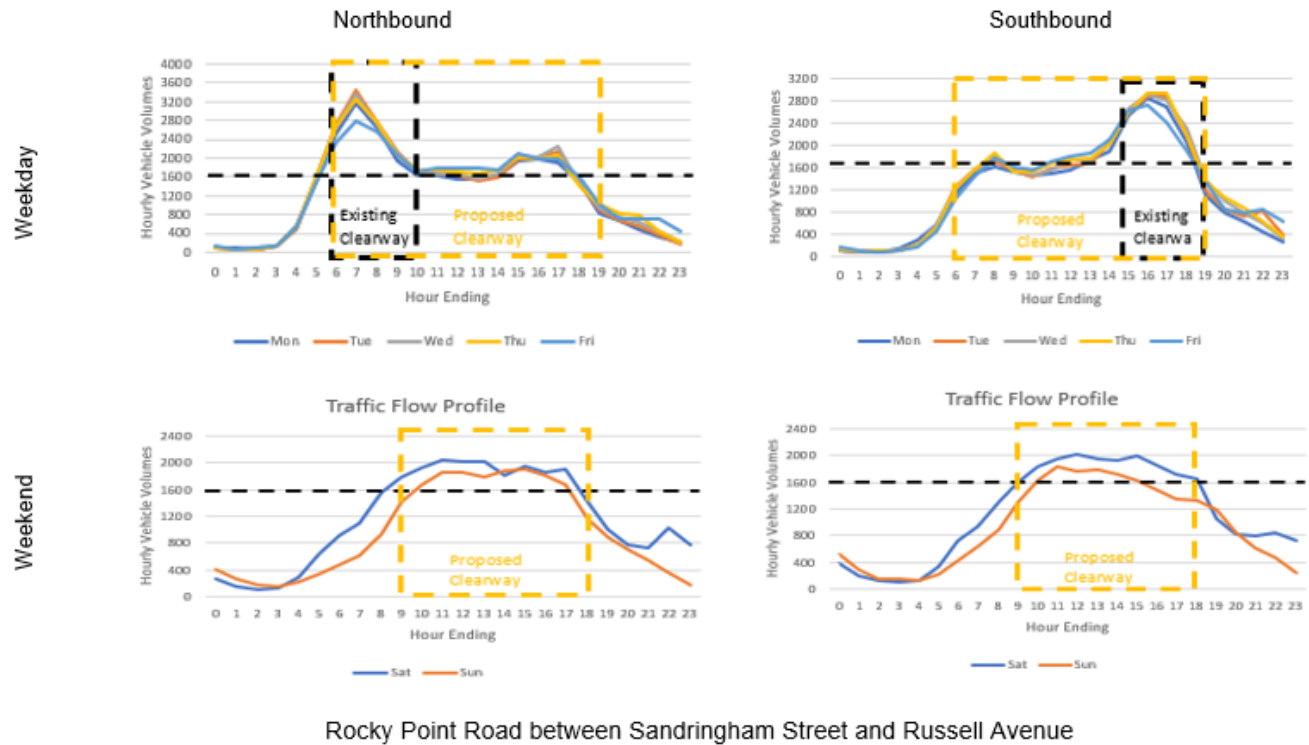
Brighton Le Sands - Traffic Volume Analysis Sept 2022 SCATS data



The Grand Parade between President Avenue and Bay Street



Sans Souci- Traffic Volume Analysis Sept 2022 SCATS data



Parking

Cars parked during clearway hours need to be removed quicker

Members of the public can call the Transport Management Centre on 13 17 00 to report a car parked in a clearway, this means immediate action can be taken to move the vehicle obstructing traffic flow and redistribute traffic across all lanes to ease congestion, improve safety and journey times for road users.

Additionally, the proposal to extend the clearway hours across the day is likely to reduce the current high volumes of vehicles illegally parked in the clearway southbound through Brighton Le Sands during the afternoon peak.

	<p>There currently is not sufficient parking and local roads are already congested so removing the existing parking spots will adversely impact the area, especially local residents and their visitors</p>	<p>The primary purpose of a state road is to efficiently and safely move people and goods across Sydney. Transport acknowledges the corridor passes through residential areas, however parking currently permitted on the state road is not specifically allocated to businesses or residents.</p> <p>We understand that the new clearway hours will change parking conditions in front of residential properties, which may cause inconvenience for residents and visitors.</p> <p>Residents who live on the clearway corridor will need to reconsider where they park during the new clearway hours. For residents without a driveway, garage or carport on their property, local streets are available for parking during clearway hours subject to any council restrictions. Outside clearway hours, existing parking restrictions will remain in place.</p> <p>During clearway hours, tradespeople, delivery trucks and visitors are encouraged to park within properties where possible. If parking is not available on your property, tradespeople, delivery trucks and visitors will need to park in local side streets and walk to your property. Deliveries that require vehicles to stop on the road should be arranged outside the clearway hours.</p>
	<p>The proposal will make it more difficult to enter and exit driveways</p>	<p>Removal of parked cars on the kerbside lane during clearway hours will improve sight lines for vehicles exiting driveways and vehicles travelling along the kerbside lane. This is expected to reduce the risk of crashes.</p> <p>The improved traffic efficiency from more vehicles being able to cross intersections can also result in “platooning” where groups of vehicles travel closer together in bunches or platoons at similar speeds with larger gaps between each platoon. Larger gaps between platoons of vehicles allows more time to safely exit driveways or side streets, when compared with a steady stream of continuous vehicles as observed when intersections and roads are not operating efficiently.</p>
	<p>Residents with limited mobility and the elderly will find it difficult to access their properties along the clearway corridor</p>	<p>Current clearways are operational along the corridor during the AM peak in northern direction and PM peak in southern direction. The proposed new and extended clearways would not change the current exit and entry conditions of driveways of residents living along The Grand Parade corridor.</p>
	<p>The proposal will prevent people from being picked up at their</p>	<p>Clearways allow buses, taxis, community transport and emergency vehicles to stop in the lane for pick up and drop off. Other vehicles will be required to use existing driveways or park in local streets.</p>

properties or attended to by emergency services	
Residential parking permits that exclude locals from timed parking restrictions are needed	Feedback and traffic suggestions relating to any local streets or residents parking permits will be forwarded to the relevant council for their investigation and consideration.
Timed/metred parking should not be included in the proposal as it will unfairly impact residents	Timed parking restrictions in local roads are put in place by local councils. Transport has proposed timed parking for the new parking spaces in line with existing restrictions in the area. The timed parking spaces are predominantly located adjacent to businesses or properties with dual frontages. The proposal does not include any metered parking.
Ban boats, jet skis and other non-motor vehicles from parking in the area	All legally registered vehicles and trailers can park in accordance with parking signs on roads in NSW. The proposed clearway hours will limit the ability to park non-motorisedr vehicles for an extended period of times on The Grand Parade corridor. This feedback will be forwarded to council for consideration in relation to parking on local roads. If you have any specific concerns, please contact your local council.
Parking restrictions need to be enforced	Parking enforcement is the responsibility of the local council. On the state road network, illegal parking on a clearway can be reported to the Transport Management Centre on 13 17 00.
Paid parking should be implemented at the beach in line with other beaches in the Sydney area	The proposal does not include metered parking. Any paid parking scheme would need to be proposed and then managed by the local council. This feedback will be forwarded to council for consideration.
Mobility parking is currently limited in this area, is any provision	The existing disability parking space in front of the Pavilion will be relocated further south in the indented bay on The Grand Parade.

<p>being made with the new parking spots for mobility parking?</p>	<p>Transport proposes to introduce timed parking in the nearest side streets close to the businesses impacted by the new and extended clearways restrictions to encourage increased parking turnover and providing accessible parking to business customers (subject to Council approval).</p> <p>We are working with Bayside City Council and Georges River Council to formalise and extend the angle parking in local streets and implement timed parking, which will create a higher turnover. Should additional time be required for customers with a disability, Transport has the NSW Mobility Parking Scheme permit. This allows permit holders to park in time limited parking areas for longer time periods. If the parking area is limited to:</p> <ul style="list-style-type: none"> • more than 30 minutes: the vehicle can park for an unlimited time • 30 minutes: the vehicle can park for up to two hours • less than 30 minutes: the vehicle can park for a maximum of 30 minutes. <p>For more information, visit the following page: nsw.gov.au/driving-boating-and-transport/driver-and-rider-licences/health-conditions-and-disability/disability-parking-permits</p>
<p>3 hours timed parking would be better than 2 hours as it would give more time to visit businesses and the beach</p>	<p>The parking studies indicates that 85% to 95% of vehicles stopped for less than two hours during the proposed clearway hours on weekdays and 60% to 70% vehicles stopped for less than two hours during the proposed clearway hours on the weekends. Outside clearway hours the existing parking restrictions will remain.</p> <p>However, Transport will consider changing the proposed 2P timed parking to 3P timed parking on the indented bay at The Grand Parade opposite to Bruce Street, Kyeemagh.</p>
<p>A kiss and ride should be considered down at the beach to help families easily unload</p>	<p>Council has provided a number of beachside car parks to provide access to the beach adjacent to The Grand Parade. Moreover, the two existing five minute parking in the indented bay to the south of Bay Street will be retained as part of the proposal.</p>
<p>The removal of parking will have a negative impact on local businesses as it will be harder for customers to visit and make deliveries</p>	<p>While there is parking demand on the state road, our investigations identified the majority of businesses along The Grand Parade have access to and are within close proximity of side street parking areas and existing car parks and therefore, businesses are not solely reliant on the limited state road parking.</p> <p>The parking studies found that there is sufficient vacancy in local side streets and existing car parks to cater for the business parking demands during proposed clearway hours on weekdays and there is a slight</p>

<p>difficult. There is not enough parking as it is during the day</p>	<p>deficit for parking on weekends. The proposed changes include the addition of a further 24 new timed parking spaces and conversion of existing 24 parking spaces to timed parking along The Grand Parade, which will create up to 240 parking opportunities for locals, business customers and beach goers throughout the day near businesses in Brighton Le Sands. In the evenings (after 6pm), there would be 24 additional parking spaces to those already existing for longer periods of time.</p>
<p>There is no provision for loading zones in the design</p>	<p>The proposal includes the relocation of two existing loading zones further south in the indented parking bay along The Grand Parade, Brighton Le Sands. Transport is no longer relocating the loading zone from Rocky Point Road, as part of this proposal.</p>
<p>Transport should work with Council to upgrade more side streets, such as Alfred Street, Alice Street and Malua Street, to provide more parking</p>	<p>The proposal includes access and place improvements (parking and other changes, such as road closures) to a number of local roads to support parking for local businesses. A Healthy Street assessment undertaken by Transport identified Princess Street, Teralba Road, O'Neill Street and Alice Street as suitable for the proposed access and place improvements.</p> <p>Feedback and traffic suggestions relating to upgrades on other local roads that are not part of this proposal will be forwarded to the relevant Council for their investigation and consideration.</p>
<p>A car park should be built in the area to offset the removal of parking</p>	<p>There is an existing council car park on the Boulevard near The Grand Parade. The parking studies found there is sufficient vacancy in local side streets and existing car parks to cater for the business parking demands during weekdays and on weekends. Transport will work with Council to improve wayfinding to existing car parks.</p>
<p>Impacts to School Pick up/Drop off for San Souci Public School</p>	<p>In response to community feedback Rocky Point Road will no longer be part of this proposal. The Rocky Point Road proposal may be considered in the future as a separate project or as part of the Princes Highway corridor.</p>
<p>A safe school pickup/drop off zone needs to be put in place on The Boulevarde outside Sans Souci Public School</p>	
<p>What is the total change in parking spots on</p>	<p>In response to community feedback Rocky Point Road will no longer be part of this proposal. The Rocky Point Road proposal may be considered in the future as a separate project or as part of Princes Highway corridor.</p>

	Rocky Point Road near the school	
Environment	The proposal needs to avoid impacting on existing green spaces and trees around Cook Park	<p>Transport is proposing to use a narrow strip of the existing road reserve area to create new additional parking bays. As part of the detailed design, we would minimise any environmental impacts on the green spaces and trees around Cook Park. Impacts to Araucaria trees would be avoided.</p> <p>If any tree needs to be removed as part of the proposed work, it would be offset in accordance with the Transport for NSW Biodiversity Policy.</p>
	More trees should be planted as part of the proposal, in particular natives	Tree planting is currently not within the proposed design however Transport will further investigate this request with council as part of the local road changes.
	The clearway will result in a reduction in air quality	No adverse air quality impacts are anticipated from the implementation of clearways. The proposed new and extended clearways are expected to improve traffic flow and reduce congestion. This would consequently reduce exhaust emissions and may have a beneficial effect on air quality in the immediate vicinity of the proposal.
	The clearway will result in an increase in noise	<p>The proposed changes are not expected to increase the volume of traffic currently using the corridor and the local area. The proposed works do not bring any roads closer to properties. Therefore, no measurable increase of noise impact on properties is expected during operation of the clearways.</p> <p>Overall, there is not expected to be a noticeable change in road traffic noise due to the operation of the new and extended clearway operating hours. The introduction of clearways aims to ease congestion along the corridor. Vehicles, including buses and trucks, would not be required to stop and start as frequently as there would be no parked vehicles in the kerbside lane which may result in a stable movement of traffic and improve the level of overall traffic noise.</p>
	Properties could be damaged as a result of heavy truck movements resulting in property damage due to vibration	The proposed changes are not expected to increase the volume of heavy vehicles currently using the corridor. The proposed works do not bring any roads closer to properties. Therefore, no measurable increase of vibration impact on properties is expected during operation of the clearways.

Safety	<p>More enforcement, by police and fixed or mobile cameras (noise, speed and mobile phone), is needed in this area</p>	<p>NSW Police are responsible for monitoring the road network to ensure users comply with all road rules and regulations. NSW Police regularly patrol the area to enforce road rules, particularly on the weekends and night-time periods.</p> <p>We encourage members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police.</p> <p>NSW residents can also nominate locations for camera enforcement by visiting saferroadsnsw.com.au. The information you provide, together with crash data and other road safety information will help to prioritise future locations for enforcement cameras in NSW.</p>
	<p>The proposed clearway will encourage more speeding and unsafe driver behaviour</p>	<p>The introduction of clearways is expected to improve safety, 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. We have observed more stable traffic flow in other clearways, with less lane changing and undertaking manoeuvres.</p> <p>NSW Police are 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>How does the proposal support the existing road safety measures along this highly pedestrianised corridor</p> <p>Parked cars provide a buffer between footpath users and the road</p>	<p>Clearways will improve the distribution of traffic as all lanes of traffic will be available to road users.</p> <p>Removing parked cars from the kerbside lane will remove the need for road users to merge with moving traffic in the adjacent lane and will also reduce the risk of vehicles being involved in side-swipe and rear-end crashes. This provides a more stable flow of traffic resulting in a safer environment for road users and reduces crash risks for all road users including pedestrians.</p>
	<p>This proposal increases the risk of vehicle and pedestrian interaction/</p>	<p>Council rangers and enforcement officers patrol streets within their respective local government areas and issue fines accordingly.</p>

<p>incidents from illegal parking on footpaths</p>	<p>It is illegal to park on or block a footpath. Should you see a car parked illegally or exceeding parking restrictions on local roads we advise you contact your local council and lodge a service request for parking enforcement.</p>
<p>The clearway will result in more crashes on Rocky Point Road</p>	<p>In response to community feedback, Rocky Point Road is no longer part of this proposal.</p> <p>The Rocky Point Road proposal may be considered in the future as a separate project or as part of the Princes Highway corridor.</p> <p>The introduction of clearways is expected to reduce the number of these types of crashes, as removing parked cars from the kerbside lane provides a more stable flow of traffic, removes the need for road users to merge with moving traffic in the adjacent lane and results in a safer environment for road users. 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>There needs to be a separation between lanes on The Grand Parade even if it's a thin median</p>	<p>The crash history on The Grand Parade corridor in the five-year period between 1 January 2017 and 31 December 2021 does not show a trend of head on crashes between opposing vehicles. The introduction of a median to this section of The Grand Parade will also restrict the entry and exit to the properties on The Grand Parade.</p>
<p>Turning lanes from Sandringham Street left into Rocky Point Road are unmarked resulting in accidents</p>	<p>The crash data for the five-year period between 1 January 2017 to 31 December 2021 shows only one side-swipe crash involving traffic turning left from Sandringham Street into Rocky Point Road. The guide turning line marking (T1) for left turning vehicles is normally considered when the visibility of the turning path is restricted due to road geometry. Transport will monitor the safety concern.</p>
<p>On Rocky Point Road there are three public schools with a 70km speed limit in place which is dangerous</p>	<p>In response to community feedback, Rocky Point Road is no longer part of this proposal. The Rocky Point proposal may be considered in the future as a separate project or as part of the Princes Highway Corridor.</p>

	Request for additional pedestrian fencing outside Sans Souci Public School	Transport installed additional pedestrian fencing on the eastern side of Rocky Point Road outside Sans Souci Public School on 17 October 2022.
Speed Limits	The speed limit should be increased once traffic flow improves	Speed limits are determined by Austroads guidelines and the NSW Speed Zoning Guidelines by taking into consideration road environments, access from the road and crash history. Transport regularly reviews the speed limits on the road network and makes changes to speed limits as required.
	The speed limit along the clearway area should be decreased	
	Local Streets should have their speed limits reduced Moate Avenue should be reduced to 40km/h in line with Bay Street	Any feedback and traffic suggestions relating to changes on local roads will be forwarded to the relevant council for their investigation and consideration. Speed limits are determined by Austroads guidelines and the NSW Speed Zoning Guidelines by taking into consideration road environments, access from the road and crash history. Transport regularly reviews the speed limits on the road network and makes changes to speed limits as required.
	Whole of Bay Street up to Rockdale should be a 50km/h zone	The section of Bay Street that is currently 40km/hour is a high pedestrian activity area and the speed limit has been set to reduce the risk of fatalities and serious injuries. Transport considers this speed limit to be appropriate at this time.
Anti-social driving behaviour	The proposal will lead to more anti-social driving behaviour in the area. More needs to be done.	<p>The Bay Street proposal has been designed to reduce travel speeds and improve safety for pedestrians through the installation of:</p> <ul style="list-style-type: none"> • a raised threshold (speed hump) on each approach to the mid-block signalised crossing • extending the median in the centre of Bay Street between The Grand Parade and Moate Avenue to stop turning movements. <p>The clearways on The Grand Parade are expected to result in a more stable traffic flow, with all travel lanes being used, resulting in less lane changing and undertaking manoeuvres.</p>

	More traffic calming measures on local roads are needed	Feedback and traffic suggestions relating to local roads will be forwarded to the relevant council for their investigation and consideration.
	The new Plazas will be a place for motorbike hoons to loiter; is there anything that can be done to discourage this behaviour	The new plazas provide more space for seating, outdoor dining, and places to locate bike racks encouraging active transport and making these areas more attractive for people to stop and spend time. Anti-social behaviour should be reported to NSW Police.
Road Maintenance	The road will be subject to more wear and tear as a result of the proposal and will require more maintenance	Clearways will improve the distribution of traffic along the road as all lanes of traffic will be available to road users. This provides a more stable flow of traffic reducing the need for frequent stopping and accelerating thus, having less impact on the road pavement.
Amenity	All fresco dining spaces are unlikely to be used next to a busy road	This will be further investigated and considered during the detailed design phase in consultation with council and other key stakeholders.
	More landscaping should be done to improve the areas amenity	Transport will investigate landscaping opportunities as part of the place making improvements to local roads in consultation with council.
	Less Street signs should be installed to improve the areas visual amenity	Street signs are installed in accordance with Australian Standards and are necessary to ensure clear direction is provided to road users and for safety on our road networks.
Alice Street	Right hand turn movements at this intersection or Rocky Point Road should be restricted	This intersection between Alice Street and Rocky Point Road is not part of The Grand Parade corridor. The crash data for the five years period between January 2017 and December 2021 shows a total of 10 intersection crashes. Two right through crashes involved a southbound vehicle on Rocky Point Road turning right and a northbound vehicle on Rocky Point Road. The other right through crash involved a northbound vehicle on Rocky Point Road turning right colliding with a southbound vehicle on Rocky Point Road. This feedback will be forwarded to the relevant Transport team for their investigation and consideration.

<p>Bay Street</p>	<p>Proposed Bay Street closure</p> <p>More measures should be put in place on Bay Street to prevent anti-social driving behaviour</p>	<p>A closure of Bay Street is not part of this project scope.</p> <p>The Bay Street proposal for this project has been designed to reduce travel speeds and improve safety for pedestrians through the installation of:</p> <ul style="list-style-type: none"> • a raised threshold (speed hump) on each approach to the mid-block signalised crossing • extending the median in the centre of the Bay Street between The Grand Parade and Moate Avenue to stop turning movements.
<p>Bonanza Parade</p>	<p>Is Bonanza Parade wide enough to accommodate 90-degree parking without restricting two-way traffic flow?</p>	<p>An initial investigation has found that Bonanza Parade is wide enough to accommodate the proposal. Transport will review this as part of the detailed investigation and design in consultation with council.</p> <p>In response to community feedback, the Rocky Point Road proposal is no longer part of this project, it will be considered in the future as a separate project or as part of the Princes Highway corridor.</p>
<p>Bonney Street</p>	<p>Will the existing parking spaces on Bonney Street be upgraded as part of the proposal to make them timed – there is a grassy area that people park onto which could turn into a mud pit.</p>	<p>The proposed scope of changes on Bonney Street includes (subject to Council approval):</p> <ul style="list-style-type: none"> • Convert six existing unrestricted parking spaces to timed parking during weekdays, weekends and public holidays • Install safety bollards at the entry pram ramp of Bonney Street to improve the pedestrian safety • Install a bike rack at Bonney Street to encourage active transport. <p>Transport will review this as part of the detailed investigation and design in consultation with council. Feedback and traffic suggestions relating to any local roads will be forwarded to the relevant council for their investigation and consideration.</p> <p>In response to community feedback, the Rocky Point Road proposal is no longer part of this project, it will be considered in the future as a separate project or as part of the Princes Highway corridor.</p>
	<p>Bonney Street had a large development approved that did not factor in parking and the proposed changes will make it harder on residents</p>	<p>An independent traffic and parking study along Rocky Point Road between Newcombe Street and Myers Street was completed in November 2019. This considered information on the number of vehicles parked on Rocky Point Road and surrounding side streets, including the duration of stay. This was to understand the changes that residents, visitors and business customers would need to make. In response to community feedback, the Rocky Point Road proposal is no longer part of this project, it will be considered in the future as a separate project or as part of the Princes Highway corridor.</p>

		The study found, along the western side of this section, there were 37 (average) car spaces available in nearby side streets at all times on weekdays and 44 (average) car spaces available in nearby side streets at all times on weekends.
Princess Street	There is congestion that occurs on Moate Avenue between Bay Street and Sellwood Street. Removing access to Princess Street will make this worse	The closure of Princess Street and Teralba Road is intended to reduce ‘rat running’ on the local road network by through traffic and to encourage use of the state road network. Transport is aware of existing congestion and delays on Moate Avenue at the signalised intersection of Bay Street. Traffic on the state road along Bay Street is given priority at this intersection
	Allow entry from Grand Parade but ban exit into Grand Parade from Princess Street	<p>The closure of Princess Street and Teralba Road is intended to reduce ‘rat running’ on the local road network by through traffic and to encourage them to use the state road network. Transport has identified the alternative routes for traffic exiting and entering Princess Street.</p> <p>It is expected that vehicles which previously exited Princess Street will divert either via the priority controlled left-turn movement at Gordon Street (Alternate Route 1) or via the signalised left-turn movement at Bay Street (Alternate Route 2).</p> <p>Vehicles which previously turned left into Princess Street are expected to turn left at the signalised intersection at Bay Street and access Princess Street via Moate Avenue (Alternate Route 1).</p> <p>Given the relatively low traffic volumes taking alternative routes during the network peak periods, it is not expected that the re-distribution of traffic associated with the closure of Princess Street would have a significant impact on existing intersection performance at the intersections of The Grand Parade / Gordon Street and The Grand Parade / Bay Street.</p>
	90 Degree angled parking proposed on Princess Street may prevent access for Coaches to reach the Novotel Entrance (porte-cochere)	This will be further investigated further by Transport during the detailed design.

Teralba Road	Closing Teralba Road will make the traffic at O'Neill Street worse	The closure of Princess Street and Teralba Road is intended to reduce 'rat running' on the local road network by through traffic and to encourage use of the state road network. Given the relatively low traffic volumes (less than 90 vehicles per hour) currently entering and exiting Teralba Road during peak periods, the re-distribution of traffic associated with the closure of Teralba Road is not expected to have a significant impact on the existing intersection performances at The Grand Parade and President Avenue, The Grand Parade and O'Neill Street or The Grand Parade and Bay Street. Traffic movements are anticipated to ease at the intersection (The Grand Parade/ O' Neill Street and The Grand Parade/ Bay Street) and will also create a new pedestrian plaza area with additional parking spaces.
	A left turn movement from Teralba Road into The Grand Parade should be included in the design	
	Teralba Road is too Narrow to provide the parking arrangements proposed in accordance with Australian Standards	
Local roads	Additional Traffic calming measures (i.e. Speed Humps) are needed for this area to slow down traffic and encourage road users to use the main roads	Improving traffic flow and reducing delays on The Grand Parade corridor is expected to reduce 'rat running' in the local road network. Feedback and traffic suggestions relating to any local roads will be forwarded to the relevant Council for their investigation and consideration.
	Use signage to direct people to other roads	Improving traffic flow and reducing delays on The Grand Parade corridor is expected to reduce 'rat running' in the local road network. 'No Through' road signage will be installed on the adjacent streets as part of the local road closures (subject to Council approval). Feedback and traffic suggestions relating to any local roads will be forwarded to the relevant Council for their investigation and consideration.
	More local roads should be blocked to prevent 'rat running'	Improving traffic flow and reducing delays on The Grand Parade corridor is expected to reduce 'rat running' in the local road network. The local road closures included in the proposal support parking close to businesses impacted by the installation of clearways. A Healthy Street assessment undertaken by Transport identified Princess Street, Teralba Road, O'Neill Street and Alice Street as suitable for the proposed access and place improvements.

		Feedback and traffic suggestions relating to upgrades on other local roads that are not part of this proposal will be forwarded to the relevant council for their investigation and consideration.
	Why not convert Russell Avenue to four lanes and direct traffic through there rather than Sandringham Street	Sandringham Street is part of the state road network with a primary function of moving goods and vehicles. Russell Avenue is a two lane local road (one lane in each direction with a dedicated kerbside parking lane), which provides local residential access.
	Why is there no footpath on McRae Road where it connects to The Grand Parade	The footpath on McRae Road is not part of this proposal. Feedback and traffic suggestions relating to any local roads will be forwarded to the relevant Council for their investigation and consideration.
	The traffic lights staging at the intersection of Moate Avenue and Bay Street needs to be looked at	Transport is aware of existing congestion and delays on Moate Avenue at the signalised intersection of Bay Street. Traffic on the state road along Bay Street is given priority at this intersection.
	Clearways will create traffic gridlock on residential streets	Introducing clearways on The Grand Parade corridor on weekdays and weekends is expected to reduce 'rat running' through local residential streets.
Active Transport	Existing shared path should be widened and improved and extended	An update to the existing shared path is not currently part of this proposal. Your request will be forwarded to the relevant team in Transport for investigation.
	Create more signalised pedestrian crossings on The Grand Parade to make it safer for pedestrians and Cyclists to cross, particularly near bus stops	Transport must balance the needs of all road users on any state road, especially on very busy corridors like The Grand Parade. Transport has no plans to install additional pedestrian crossing facilities on The Grand Parade as part of this proposal.

	<p>Create additional pedestrian crossings using bridges and tunnels</p>	<p>Signalised crossings are currently provided at The Grand Parade intersection with Bay Street, Duke Street, President Avenue, Robinson Street, Barton Street, Emmaline Street, Ramsgate Road and Alice Street.</p> <p>As part of this proposal, Transport is proposing to upgrade the existing pedestrian crossing at the northern leg of the intersection between The Grand Parade with Bay Street.</p>
	<p>The intersection of Bay Street and The Grand Parade needs to have the pedestrian crossing removed so pedestrians will use the footbridge</p>	<p>The current pedestrian footbridge does not have lifts or ramps to accommodate prams or people with limited mobility, therefore the ground level crossings across The Grand Parade will be maintained.</p>
	<p>Upgrade the pedestrian ramps at the intersection of Rocky Point Road and Russell Street</p>	<p>Transport will further investigate this request.</p>
	<p>Create a scramble crossing at large intersections like Bay Street and The Grand Parade</p>	<p>As part of this proposal Transport is proposing to widen the existing pedestrian crossing on The Grand Parade on the northern side of Bay Street.</p>
	<p>There is a cycling “pinch point” at the beach pavilion opposite Duke Street that should be addressed</p>	<p>This feedback will be passed onto the relevant team within Transport for consideration.</p>
	<p>More bike racks should be installed along the beach and around business centres as part of this proposal</p>	<p>Transport is proposing to install seven bike racks able to accommodate three bikes each at Bay Street, Princess Street, Teralba Road, Alice Street and Bonney Street (subject to council approval) as part of this proposal to encourage cycling.</p>

	Cycling should be separated from pedestrians along The Grand Parade with dedicated bicycle path	Creating a separated cycling and walking path along The Grand Parade is not part of this proposal, however the introduction of clearways along The Grand Parade corridor provides a clear consistent kerbside on-road lane for cyclists to use.
Public Transport	Transport should be focusing on providing more Public Transport services for the area, in particular Rockdale station down to the foreshore	Future Transport Strategy is working towards a vision of 30 minutes travel to reach your nearest city centre. Clearways provide faster and more reliable journeys along the state road network for all road users including buses.
	A shuttle should be introduced from Rockdale Station down to the beach	The request will be forwarded to the relevant team within Transport for consideration.
	Removing the Bus Stop near Teralba Road will reduce connectivity to the foreshore and parklands	The removal of this bus stop has been proposed in consultation with bus companies and council to improve bus reliability and efficiency. The stop is within 260m walk of another bus stop opposite Duke Street to the north and 300m from another bus stop opposite President Avenue to the south. These stops are close to signalised pedestrian crossings where bus users can cross The Grand Parade safely.
	The proposal will impact the existing 478 bus service and result in poorer service	The proposed bus stop changes will not impact the existing 478 bus service. The bus will stop at The Grand Parade opposite Duke Street. The proposed clearway is intended to improve efficiency of buses and the bus stop proposed to be removed has very low usage.
Traffic Signals	Rowley Street intersection needs traffic lights	The signalisation of Rowley Street is not part of the scope of this project.

	<p>Why aren't traffic lights set to cope with weekend flows?</p>	<p>Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flows.</p> <p>Sensors embedded beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly.</p> <p>The length of time the lights stay green varies in response to changing traffic conditions.</p> <p>The proposed weekend clearways on The Grand Parade corridor will provide more capacity to move vehicles through the intersections more efficiently.</p>
	<p>There is a bus stop near Solander Road and no pedestrian crossing</p>	<p>Customers using the bus stop near Solander Street should use the existing signalised pedestrian crossing 200m to the south past Robinson Street to safely cross The Grand Parade.</p>
	<p>Additional Set of lights between Bay Street and Bestic Street requested to slow traffic</p>	<p>The addition of traffic lights on The Grand Parade between Bay Street and Bestic Street is not part of this proposal.</p>
	<p>Dedicated right hand turn signal from Bestic Street onto General Holmes Drive northbound requested</p>	<p>The addition of a right turn signal from Bestic Street onto General Holmes Drive Northbound is not part of this proposal.</p> <p>The crash data for the five-year period between 1 January 2017 and 31 December 2021 shows a total of 13 crashes at the intersection of Bestic Street and General Homes Drive. The crash data does not show any crashes involving the traffic turning right out of Bestic Street. The crash evidence shows that the right turning traffic out of Bestic Street operates safely. We will continue to monitor the safety of this intersection.</p>
M6 Project	<p>Will the clearways be removed once the M6 Stage 1 is open to traffic</p>	<p>Transport continually reviews the performance of the road network and will respond to any future significant changes in usage or function, which may result in a review of parking restrictions or road space allocation along the corridor in future.</p>
	<p>The M6 is under construction and will reduce traffic so there's</p>	

	no need for these clearways.	The Sydney Clearways Strategy sets out an immediate solution to easing congestion by using the existing road space to its full capacity to get more out of our roads now.
	An extension of the M6 project would negate the need for these clearways	<p>Transport continually reviews the performance of the road network and will respond to any future significant changes in usage or function, which may result in a review of parking restrictions or road space allocation along the corridor in future.</p> <p>Transport will keep the community updated on all projects to help ease congestion on this key state road corridor and will continue to review and monitor traffic conditions.</p>
Consultation	The consultation period on the proposal was insufficient	<p>Transport engaged with the community including businesses from 23 September to 17 October 2022.</p> <p>Engagement activities involved:</p> <ul style="list-style-type: none"> • over 42,000 print notifications that were letterbox dropped across the proposal area • 5,530 unique visitors accessed the community consultation portal and interactive map at https://caportal.com.au/tfnsw/grandparade • Community livestream session with 51 participants on 11 October at 12pm • Consultation pop up displays at Rockdale Plaza and Sans Souci Central • Over 200 doorknocks to engage businesses and residents along The Grand Parade at Brighton Le Sands and Sans Souci.
	Was local Council consulted of the proposal	Transport continues to work with Bayside City Council and Georges River Council. Both councils were briefed on the proposal.
	Online consultation does not reach parts of the community who are not tech savvy	Online consultation is done in addition to various communication methods including letterbox drops, doorknocking and in person information displays to ensure those who do not have internet access still have an opportunity to provide input and have their say.
Other feedback	Traffic should be directed into Princes Highway rather than via The Grand Parade	The Grand Parade corridor provides a strategic link between major routes including the M1, A3 and Princes Highway (A36) and acts as a key route to cross the Georges River. It also provides access to the suburbs of Kyeemagh, Brighton Le Sands, Kogarah, Monterey, Ramsgate, Sans Souci, Dolls Point, Sandringham and Taren Point. The corridor carries vehicles, freight and buses and enables connectivity to other modes of transport including the T4 Illawarra rail line, Sydney Airport and Port Botany. The Princes Highway road network predominately functions as a long-distance corridor between Sydney, Wollongong and the South

	<p>Coast. The corridor also provides connections to nearby residential suburbs, Strategic and Local Centres as well as local places, schools, recreational facilities and national parks.</p> <p>The Princes Highway carries approximately 90,000 vehicles a day and is currently operating at capacity. The traffic efficiency and journey time reliability for all road users on this corridor will be further impacted by additional traffic growth.</p> <p>Both The Grand Parade corridor and Princes Highway operate together as important roads for traffic movement between Sydney and southern Sydney.</p>
Additional clearways suggested for Princes Highway, Ramsgate Road, Rocky Point Road and West Botany Street.	<p>Thank you for the nomination of state roads for new and extended clearways across the Sydney Road Network.</p> <p>Some of these state roads are included within the Sydney Clearways Strategy for the investigation of clearways. Those not included in the Strategy have been noted by the Project Team for future investigations.</p>
Proposal will result in a reduction in property value	The introduction of new and extended clearways does not change the land use, land size or development capacity of properties.
Restrict heavy vehicles through the area	Heavy vehicles are permitted to travel on state roads and this corridor is an important Tertiary Freight Route Corridor. Transport has no plans to restrict heavy vehicle movements from this corridor.
More housing is being built in the area creating less parking. A limit needs to be placed on new development	Land zoning is managed by local councils and the Department of Planning and Environment.
Tolls are driving road users onto suburban streets	Introducing clearways on The Grand Parade corridor weekdays and weekends is expected to reduce rat running through local residential streets.
The traffic signal phasing at the intersection of Ramsgate	Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flows.

<p>Road and Princes Highway needs to be reviewed to improve traffic flow.</p>	<p>Sensors embedded beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly.</p> <p>The length of time the lights stay green varies in response to changing traffic conditions.</p>
<p>On the Grande Parade southbound, the road goes from 3 lanes down to 2 as the right hand turn into President Avenue starts, creating a bottleneck. Can this be addressed</p>	<p>Some traffic diverts to President Avenue which decreases the traffic volume on the two lane section along The Grand Parade. The proposed weekend clearways on The Grand Parade corridor will provide more capacity to move vehicles through the intersections more efficiently.</p>
<p>Create tunnel under Botany Bay from La Perouse to Kurnell linking Anzac Parade to south of Wollongong through Sutherland Shire</p>	<p>Transport does not have current plans for a bridge or tunnel at this location.</p>
<p>The Plazas will be a hotspot for illegal dumping</p>	<p>Any illegal dumping should be reported to the NSW EPA hotline on 13 15 55. Reported incidents are assigned to the Sydney Metropolitan Regional Illegal Dumping Squad for investigation and action.</p>
<p>A dedicated cycleway from Rockdale Station should be considered</p>	<p>A strategic cycleway corridor has been identified for Eastern Harbor City, which includes the Georges River and Bayside Council areas, with the corridors connecting key centres and major points of interest. Exact routes are subject to detailed design and collaboration with local councils and the community.</p> <p>For more information visit: transport.nsw.gov.au/projects/programs/walking-and-cycling-program</p>
<p>There are serious traffic problems from Rocky Point Road through</p>	<p>We thank you for providing feedback on the current operation of the road network within the vicinity of Rocky Point Road. The Grand Parade corridor was identified for investigation in the Sydney Clearways Strategy. The strategy was developed to manage congestion across the road network by introducing new and extended clearways on congested roads that play a key role in moving people and goods across Sydney. Traffic investigations demonstrate new and extended clearways along The Grand Parade between the</p>

	<p>Ramsgate to Calvary Health Care Kogarah</p>	<p>Captain Cook Bridge, Sans Souci and the Endeavour Bridge, Kyeemagh are required to ease congestion and improve the reliability of journey travel times.</p> <p>Traffic suggestions relating to Rocky Point Road through Ramsgate to Calvary Health Care Kogarah will be further investigated.</p>
	<p>The proposal does not serve the Transport 2056 strategic direction and is inconsistent with Transports own Movement and Place framework</p>	<p>A key priority and direction in Future Transport Strategy 2056 refers to movement and place, balancing the efficient movement of people and goods with the liveability of places on the transport network. By applying the movement and place framework from the Future Transport Strategy 2056, the Proposal recognises the strategic function of clearways in facilitating movement as part of a broader transport system, as well as in enhancing the function of places.</p> <p>Transport also plans to create new people-friendly place improvements across Brighton Le Sands and Sans Souci by reallocating road space to create widened footpaths, plaza areas and needed traffic calming measures on local streets (subject to Council approval). This is intended to improve safety for the local community.</p>

5.2 Consultation outcomes

The community and businesses have raised a number of issues in relation to the proposed access and place improvements along The Grand Parade corridor. A total number of 742 submissions were received from the community as part of the Have Your Say consultation.

Many comments were received about the clearways operating hours. The submissions included requests to:

- consider extending the proposed clearway hours further
- retain the existing clearway hours (no changes)
- consider not implementing weekend clearways.

Transport will continue to review the performance of the road network and will respond to significant changes to usage, users or function.

Our focus for this project will be progressing The Grand Parade and Sandringham Street proposals. In response to community feedback, the Rocky Point Road proposal will be considered in the future as a separate project or as part of the Princes Highway corridor.

Transport also notes the comments relating to the impacts on parking in the area. We understand that the new and extended clearway hours will change parking conditions in front of residential properties, which may cause inconvenience for residents and visitors. However, the primary purpose of a state road is to move people and goods efficiently across Sydney. We encourage parking on properties where possible, parking on local side streets, or arranging for deliveries to be made outside of clearway hours.

Transport would like to thank everyone who took the time to consider the project and provide feedback.

5.3 Next steps

We have listened to the feedback received from the community and have decided to continue to work with councils and key stakeholders over the coming months to further develop the proposal and investigate the concerns raised during the consultation period.

Other matters raised that are outside of the scope of this proposal will be investigated as detailed in Section 5 of this report.

We will provide an update to the community on the outcome of these further investigations and the development of the proposal in mid-2023, including any changes to the proposal resulting from this consultation process.

6. Appendix

6.1 Community Update

Transport for NSW

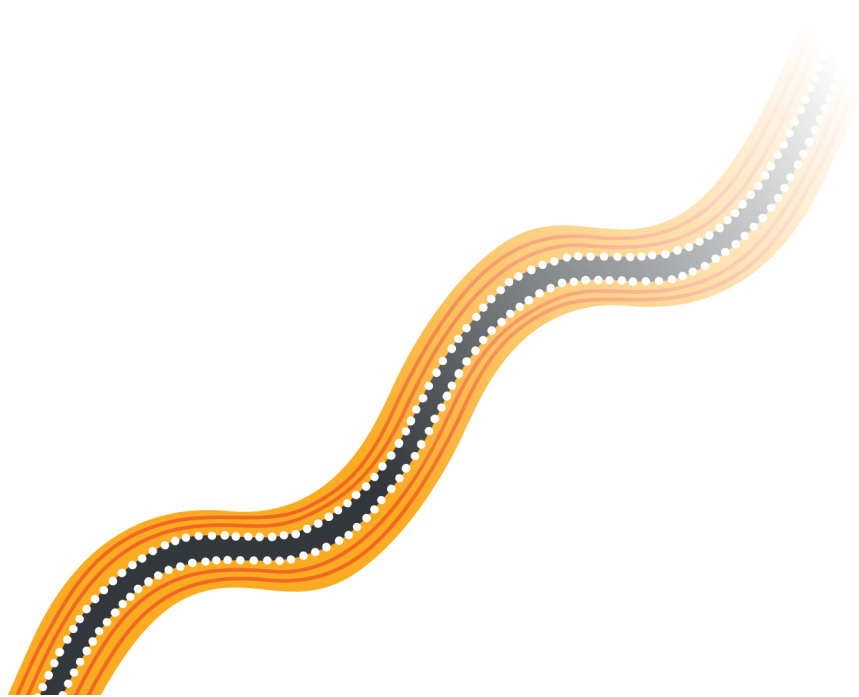
Have your say

Traffic access and place improvements
The Grand Parade - Kyeemagh to Sans Souci

Transport for NSW proposes to reduce congestion and improve traffic flow on The Grand Parade from Kyeemagh to Sans Souci. Transport also proposes to create new people friendly place amenities across the retail, entertainment and business hubs of Brighton-Le-Sands and Sans Souci.



September 2022



The proposal

The Grand Parade is a key road corridor that moves people and goods across the Sydney Metropolitan area. Currently this route carries up to 71,000 vehicles per day* and can be heavily congested. To improve safety, access and traffic flow, Transport proposes to extend existing clearways to operate on both weekdays and weekends in both directions along The Grand Parade corridor to provide an extra lane for efficient traffic movement.

Project benefits

Reducing congestion will improve access, connectivity and travel time reliability for all road users. Transport proposes to create new people-friendly place improvements across Brighton-Le-Sands and Sans Souci by reallocating road space for wider footpaths, al fresco dining and entertainment. Transport for NSW also proposes to introduce anti-hooping measures to combat anti-social driving behaviour on Bay Street. This will improve safety for the local community.

How will the project impact you?

Transport proposes to install extended weekday and new weekend clearways on The Grand Parade Corridor from Kyeemagh to Sans Souci.

	Existing clearways	New clearways
Weekdays	6am to 10am (northbound) 3pm to 7pm (southbound)	6am to 7pm Both directions
Weekends and Public holidays	No clearways	9am to 6pm Both directions

The proposed new and extended clearway hours will change parking conditions on The Grand Parade corridor so you'll need to reconsider where you park during the new clearway hours. Transport is proposing to provide new timed parking bays on The Grand Parade southbound next to the beach and additional timed parking spaces in local roads near businesses. You'll find the new timed parking that Transport is proposing highlighted in this community update.

*As per May 2022 SCATS.

Have your say

Transport invites your feedback on the proposed Access and Place Improvements on The Grand Parade from Kyeemagh to Sans Souci. Have your say by Monday, 17 October 2022 at caportal.com.au/tfnsw/grandparade



If you'd like to contact us, email projects@transport.nsw.gov.au or call us on 1800 684 490.

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Transport for NSW on 1800 684 490.

Arabic
إذا كنت بحاجة إلى مترجم شفهي، يرجى الاتصال بخدمة الترجمة الوطنية والتلغوية (TIS National) على الرقم **131 450** واطلب منهم الاتصال بنا على الرقم 1800 684 490.

Cantonese
若有需要口譯員，請致電**131 450**，聯絡翻譯口譯服務署 (TIS National)，要求他們致電1800 684 490，聯絡Transport for NSW。

Mandarin
如果你需要口译员，请致电**131 450**，联系翻译口译服务署 (TIS National)，要求他们致电1800 684 490，联系Transport for NSW。

Greek
Αν χρειάζεστε διαμετάφραση, παρακαλούμε να τηλεφωνήσετε στην Υπηρεσία Μεταφράσεων και Διαμεταφράσεων (TIS National) στο **131 450** και ζητήστε να τηλεφωνήσουμε στο Transport for NSW στο 1800 684 490.

Italian
Se hai bisogno di un interprete, chiama il Servizio di Traduzione e Interpretariato (TIS National) al numero **131 450** o chiedi di telefonare a Transport for NSW al numero 1800 684 490.

Korean
통역사가 필요하시면 통번역서비스 (TIS National)에 **131 450**으로 전화하여 Transport for NSW에 1800 684 490으로 전화하도록 요청하십시오.

Vietnamese
Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch vụ Thông Phiên dịch (TIS Tolen quốc) qua số **131 450** và yêu cầu họ gọi cho Transport for NSW qua số 1800 684 490.

Proposal map



Privacy: Transport for NSW (TfNSW) is subject to the Privacy and Personal Information Protection Act 1988 (PPPI Act) which requires that we comply with the Information Privacy Principles set out in the PPPI Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project.

Key features

KYEEMAGH

General Holmes Drive at Bestic Street



Artist's impression of new footpath to bus stop

New footpath to Southbound Bus Stop ID 2216124 on General Holmes Drive as shown. Transport proposes to install new red arrow pedestrian protection and upgrade the kerb ramp at the signalised intersection.

BRIGHTON-LE-SANDS

The Grand Parade opposite Bruce Street



Up to 19 new 2P parking spaces to provide 98 parking opportunities throughout the day

New paved area for wider footpath

Artist's impression of new indented parking

New indented 2P parking spaces (8.30am-6pm weekdays, weekends and Public holidays) and wider footpath for customers and beach goers.

Princess Street



9 existing 2P kerbside parking spaces to be converted to 16 x 90 degree 2P parking spaces

New plaza area

Closure of Princess Street

New bike racks

Artist's impression of new parking on Princess Street

Place amenities including plaza area. New 90 degree 2P parking (8am-9pm weekdays, weekends and Public holidays) and closure of Princess Street to provide a continuous footpath.

Bay Street



- Northern side of Bay Street – 8 x 1P parking spaces
Existing 1P parking also includes 8.30am-6pm on Saturday, Sunday and Public holidays
- Southern side of Bay Street – 17 x 1/2P parking spaces
Existing 17 x 1/2P also includes 8.30am-6pm on Saturday, Sunday and Public holidays
- Existing Motorbike Parking
- Existing Taxi Zone ■ Existing Bus Zone
- New bike racks



Extended median

A safer Bay Street with speed humps and an extended median to Moete Avenue.

- Traffic calming and anti-hooping measures on Bay Street:**
- Two new speed humps (raised thresholds) to encourage lower vehicle speeds in both directions on Bay Street
 - An extended median on Bay Street from the mid-block crossing to Moete Avenue
- Improving safety for motorist and pedestrians with the installation of:
- A wider pedestrian crossing at the corner of Bay Street and The Grand Parade

Teralba Road



16 x 90 degree parking spaces

Widened footpath for new plaza area

New bike racks

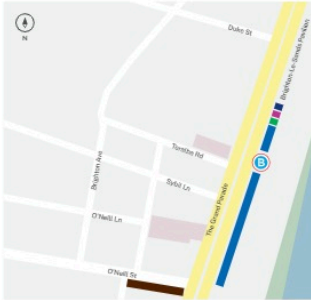
Closure of Teralba Road

Artist's impression of new parking on Teralba Road

Place amenities including plaza area. 16x90 degree 1P parking spaces (8.30am-6pm weekdays, weekends and Public holidays) and no traffic from The Grand Parade into Teralba Road.

BRIGHTON-LE-SANDS

The Grand Parade and O'Neill Street



These changes will provide a higher parking turnover of 40 parking spaces to support access to local businesses.

Proposed timed parking along The Grand Parade

- Existing 1 x Mobility parking space at Brighton-Le-Sands Pavilion to be relocated about 100 metres further south into the existing parking bay on The Grand Parade
- Existing 2 loading zones at Brighton-Le-Sands Pavilion to be relocated about 100 metres further south into the existing parking bay on The Grand Parade
- 2 x 5 minute parking (retained)
- 24 existing unrestricted parking spaces to be converted to 2P timed parking spaces (8.30am-6pm weekdays, weekends and Public holidays)

New 90 degree parking on O'Neill Street

- 8 existing unrestricted kerbside parking spaces to be converted to 16 x 90 degree 2P timed parking spaces (8.30am-6pm weekdays, weekends and Public holidays) on the southern side of O'Neill Street

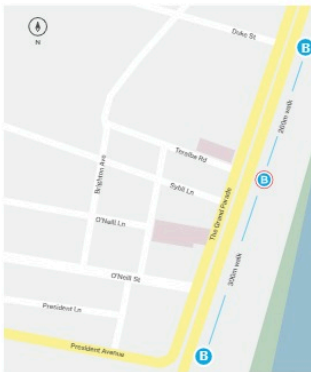
O'Neill Street



Artist's impression of new parking on O'Neill Street

Extended kerbside and new timed parking.

The Grand Parade at Teralba Road



Transport has identified ways to improve bus reliability and on time running in consultation with bus operators and local councils. The proposed bus stop change strikes a balance between maintaining a reasonable walking distance to bus stops and an efficient bus network.

- B Southbound Bus stop ID 2216129 Teralba Road to be removed to create 5 new 2P parking spaces (8.30am-6pm weekdays, weekends and Public holidays)

Closest bus stops are:

- B Bus stop ID 2216128 -260m walk (Opposite Duke Street, Brighton-Le-Sands)
- B Bus stop ID 221784 -300m walk (Opposite President Avenue)

SANS SOUCI

Alice Street



Extended alfresco dining area, footpath and ramp upgrade to create room for customers and cyclists to access Alice Street cycleway.

Bonanza Parade, Bonney Street, Myers Street at Sans Souci



New 90 degree parking on Bonanza Parade

- 5 existing unrestricted kerbside parking spaces to be converted to 11 x 90 degree 2P timed parking spaces (8.30am-6pm weekdays, weekends and Public holidays) on the northern side of Bonanza Parade
- New raised threshold to be installed on Bonanza Parade near child care centre to reduce vehicle speeds

New timed parking and loading zone on Bonney Street

- Convert 6 existing unrestricted spaces to 2P timed parking spaces (8.30am-6pm weekdays, weekends and Public holidays) on the southern side of Bonney Street
- 2 existing unrestricted spaces to be converted to 2P timed parking spaces (8.30am-6pm weekdays, weekends and Public holidays)
- 1 existing 1P parking to be converted to a loading zone on the northern side of Bonney Street
- 2 x safety bollards to improve the visibility of the kerb

New timed parking on Myers Street

- 2 existing unrestricted parking spaces to be converted to 1P timed parking spaces (8.30am - 6pm weekdays, weekends and Public holidays) on the northern side of Myers Street

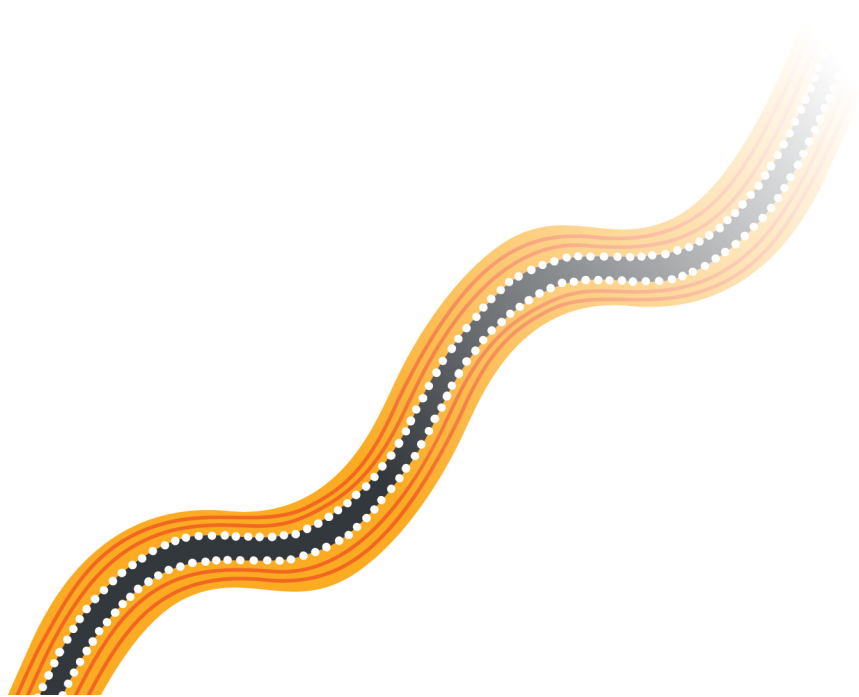
The relocation of parking from a State road into side streets would help improve safety by ensuring motorists can get in and out of their vehicles in a slower road environment.

Bonanza Parade



Artistic impression of new parking on Bonanza Parade

New place amenities including raised threshold for traffic calming and 90 degree timed parking on Bonanza Parade.



6.2 Portal Website

The screenshot shows a web browser window with the URL <https://caportal.com.au/ffnsw/grandparade>. The page header includes the NSW logo and the text "Access and Place Improvements The Grand Parade - Kyeemagh to Sans Souci" with the slogan "HAVE YOUR SAY". The main heading is "Access and place improvements The Grand Parade - Kyeemagh to Sans Souci" with a "View map" button. Below this, there are three paragraphs of text: "Transport for NSW proposes to reduce congestion and improve traffic flow by extending existing weekday clearways and introducing weekend clearways along The Grand Parade corridor from Kyeemagh to Sans Souci.", "Transport also proposes to create new people friendly place amenities across the retail, entertainment and business hub of Brighton-Le-Sands.", and "Transport is proposing range of actions to improve safety by introducing traffic calming and anti-hooping measures on Bay St." At the bottom, there are four interactive cards: "Watch the video" (with a play button icon), "Explore the map" (with a map icon and text "Check out what we're planning in your area"), "Review documents" (with a PDF icon and text "Explore, view and download documents related to the project"), and "View proposed place improvements in your local area" (with a landscape icon and text "Browse impressions of the proposed changes").

6.3 Media Article

The screenshot shows a news article from "The Leader" (ST GEORGE & BOTTLEBAR SHIRE). The title is "Transport for NSW unveils proposed new and extended clearways for The Grand Parade from Kyeemagh to Sans Souci". The author is "By Murray Trembath" and it was "Updated September 26 2022 - 12:51pm, first published September 23 2022 - 4:44pm". There are social media sharing icons for Facebook, Twitter, WhatsApp, Email, and Print. Below the text is a photograph of heavy traffic congestion on The Grand Parade, with a caption: "Traffic congestion on The Grand Parade. Picture by John Veage".

Transport for NSW proposes to install extended weekday and new weekend clearways on The Grand Parade Corridor from Kyeemagh to Sans Souci.

6.4 Social Media posts

Transport for NSW
26 September · 🌐

🚗 We're taking action to reduce congestion and improve traffic along The Grande Parade. Have your say by 17 October. 🗳️



along the Grand Parade


CAPORTAL.COM.AU
Have your say
Submit your feedback 🗳️

[Learn more](#)

👍 43 36 comments 9 shares

Transport for NSW
26 September · 🌐

🚗 We're planning to free up an extra lane for traffic on The Grand Parade. Click below to give your feedback by Monday 17 October. 🗳️



Submit feedback by 17 October 2022


CAPORTAL.COM.AU
Grand Parade clearway extension
Submit your feedback 🗳️

[Learn more](#)

👍 102 59 comments 16 shares

Transport for NSW
26 September · 🌐

🚗 Last chance! Last chance have your say on the planned place improvements at Brighton Le Sands. Submit your feedback by 17 October.

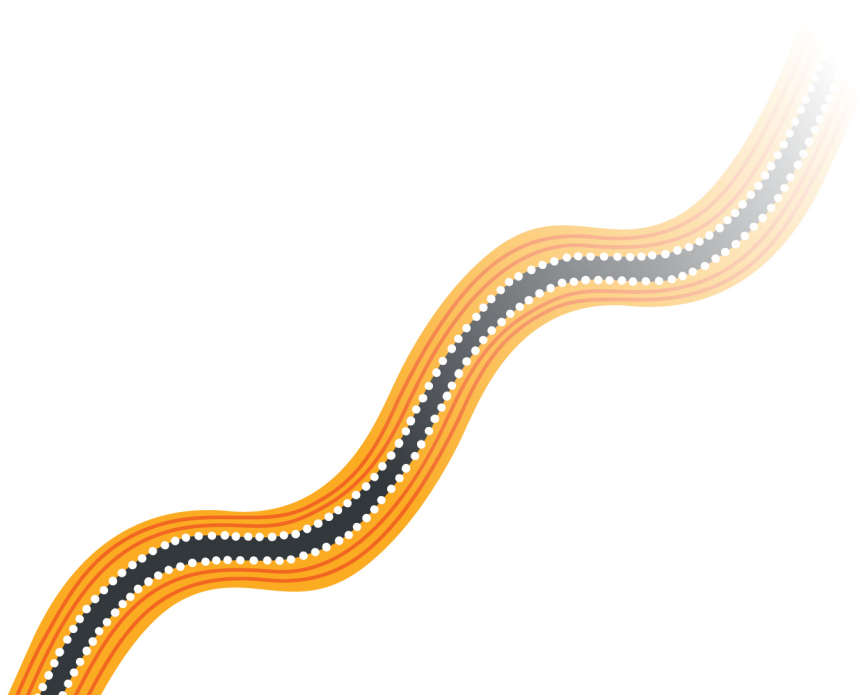


Submit feedback by 17 October 2022

CAPORTAL.COM.AU
Have your say by 17 Oct
Grand Pde clearway extension

[Learn more](#)

👍 49 42 comments 19 shares



6.5 Frequently Asked Questions

How many parking spaces are being removed in the project?

573 potential parking spaces will be removed along the corridor, from Kyeemagh to Sans Souci (approx. 9km each way). In Brighton Le Sands there will be up to 141 business parking spaces removed from The Grand Parade during clearway hours. However, the proposed parking offsets in side streets will create up to 48 new timed parking spaces providing around 240 new parking opportunities.

How many parking spaces will be created and where?

Up to 54 new timed parking spaces creating 505 parking opportunities during the day. These parking spaces are in close proximity to businesses in Brighton Le Sands and Sans Souci.

- The Grand Parade indented bay – 19
- Princess Street – 7
- Teralba Road – 9
- O’Neill Street – 8
- Bonanza Street – 6
- The Grand Parade (South bound opposite Teralba Road) – 5

Will the new parking spaces be timed?

Yes. Teralba Road has 1P (8am – 6pm) parking. All remaining streets are 2P (8am – 6pm). This includes Monday to Friday, Weekends and public holidays.

Are you creating paid timed parking?

Transport does not propose to create paid parking. All parking changes will align with the timed parking existing in the local streets i.e. 1P or 2P.

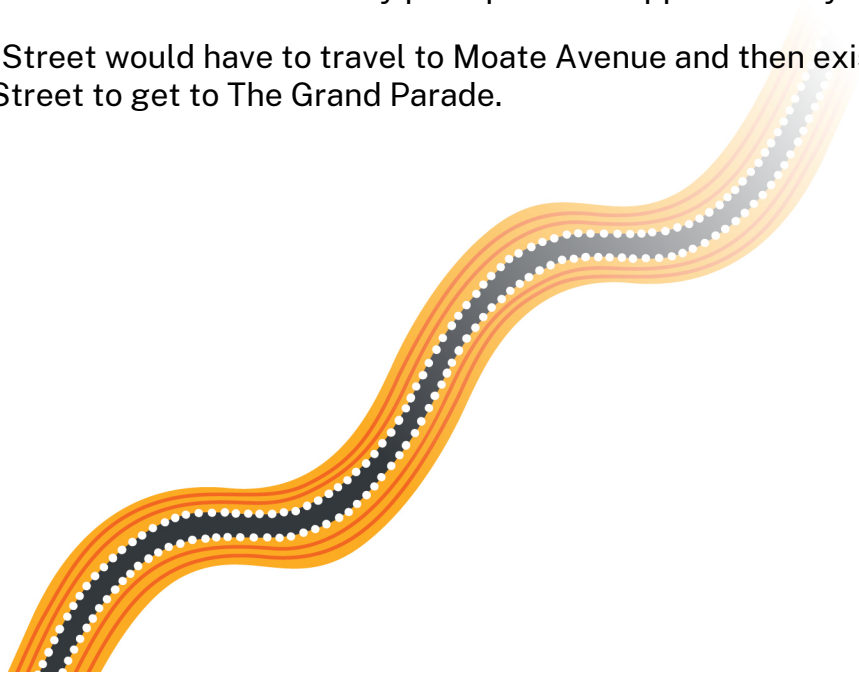
Are there any parking unrestricted spaces along the corridor?

There will be opportunities to park in the existing unrestricted parking areas across Brighton Le Sands and Sans Souci approximately 150-200m from the business district.

How do I get out of my street if you are closing it off?

Detour routes for traffic exiting and entering Princess Street and Teralba Road and travel times estimated are based on the weekday peak period at approximately 5:00PM.

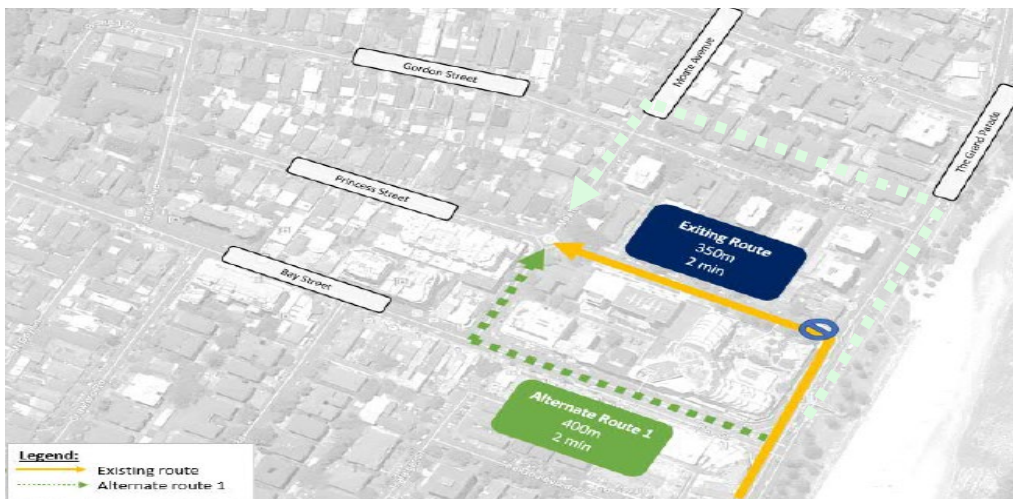
Residents on Princess Street would have to travel to Moate Avenue and then exist via Bay Street or Gordon Street to get to The Grand Parade.



Detour Routes Princess Street



Traffic wanting to enter Princess Street will need to utilise Bay Street or Gordon Street and travel through Moate Avenue to access Princess Street.



Teralba Road

Road users will need to detour via Crawford Road and Bay Street or O'Neill Street to The Grand Parade.



Road users wanting to access Teralba Road from The Grand Parade can enter via O'Neill Street or President Avenue.



What does new place amenity mean?

A place amenity is a space allocated or an asset that is created for the enjoyment of people who regularly use or live in the area.

In your video you refer to safety improvements. Can you specify where?

- A wider pedestrian crossing on the northern side of The Grand Parade at Bay St.
- New footpath to southbound Bus Stop ID 2216124 on General Holmes Drive as shown. Transport proposes to install new red arrow pedestrian protection and upgrade the kerb ramp at the signalised intersection
- New Raised threshold at Bonanza Parade
- Bay Street traffic calming measures:
 - Two new speed humps (raised thresholds) to encourage lower vehicle speeds in both directions on Bay Street
 - An extended median on Bay Street from the mid-block crossing to Moate Avenue.

How does this project improve access?

Most of the population of Bayside LGA commute to work in Sydney's CBD, and Botany Bay (Australian Bureau of Statistics, 2016). The proposal would facilitate the movement for the local community, as well as those from Sydney's south, through to Botany Bay, Sydney Airport and Sydney CBD by improved traffic flow and less congestion.

How will travel time reliability be improved?

The Proposal will make kerbside lane available for the traffic during the proposed extended clearway period which will improve journey time and reliability for customers.

Why are you widening footpaths?

To make it safer, easier and more enjoyable for people to walk in the local area.

Where exactly are you installing bike racks?

- Princess Street at The Grand Parade: Close to the new dining space
- Teralba Street at The Grand Parade: Close to the new dining space
- Alice Steet at The Grand Parade. Close to the new parking space
- Bonney Street at Rocky Point Road, Sans Souci
- Three bike racks installed along Bay St:
 - The Grand Parade southbound, opposite Bay Street
 - Corner of Bay Street and Trafalgar Road
 - Corner of Crawford Road and Bay Street.

What is the total number of bike racks installed?

Seven bike racks and each bike rack accommodating three bikes, providing overall parking for 21 bikes.

What are traffic-calming measures?

Anti-hooning measures includes a number of road safety treatments that Transport is proposing to implement to improve safety and reduce antisocial driving on Bay Street.

Where are they being implemented?

1. Existing median on the Bay Street will be extended up to the intersection of Moate Avenue
2. Construct two raised thresholds (speed humps) at the mid-block crossing on Bay Street in both directions.

What does traffic calming mean/refer to?

Traffic calming devices are the control measures used to reduce or slow down traffic speed to improve safety. In this project, these include speed humps and raised thresholds.

What do you mean when you say improve travel time reliability.

A travel time reliability measure is the variability or consistency of travel time along the full length of the corridor based on day to day or across the different times of the day.

The Proposal would potentially provide consistent travel times along the corridor.

What consultation has been carried out on this proposal to date?

We sought input from Georges River Council and Bayside Council in developing the initial proposal.

What are the key features of this proposal?

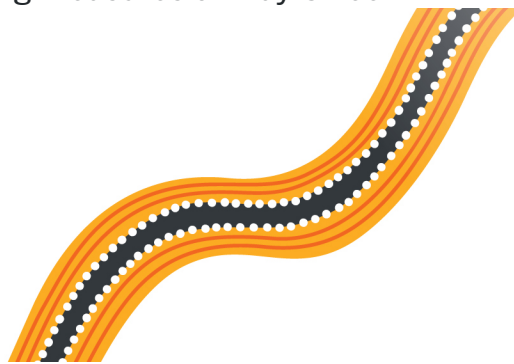
Transport for NSW proposes to reduce congestion and improve traffic flow by extending existing weekday clearways and introducing weekend clearways along The Grand Parade corridor from Kyeemagh to Sans Souci.

Transport also proposes to create new people friendly place amenities across the retail, entertainment and business hub of Brighton Le Sands.

Transport is proposing range of actions to improve safety by introducing traffic calming measures on Bay St.

What are the benefits of this project if the proposal goes ahead?

- Improved safety for the local community, public transport customers and road users
- Improved access and connectivity to the Airport and ports. Connecting Sydney CBD to southern Sydney
- More efficient traffic flow
- New local place amenities
- Traffic calming measures on Bay Street.



Won't reducing traffic cause damage to small businesses due to a reduced footfall?

Implementing new timed parking on local streets is expected to improve turnover and provide more opportunity for customer parking.

Are there any unrestricted parking spaces along the corridor?

There will be opportunities to park in the existing unrestricted parking areas across Brighton Le Sands and Sans Souci approximately 150-200m from the business district.

