

Sydney Clearways Strategy

Keeping Sydney Moving

December 2013



Transport
for NSW

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Minister's message

Our community relies on the road network to get to the places that matter. More than 16 million trips are made on an average weekday in Sydney, with 15 million trips each day on the weekend.

The NSW Government is investing record amounts to build and maintain essential road infrastructure with \$5.1 billion allocated in the 2013-2014 State Budget. But we know building new roads is not enough to ensure the network performs.

Congestion costs Sydney around \$5 billion each year – or nearly \$1,100 per person. With congestion increasing and travel speeds slowing, our roads need to perform better for motorists and other road users. Now is the time to act – with improved road strategies and public transport services.

We must get more from existing roads to help keep Sydney moving. Clearways are a significant part of the congestion solution.

There are already 780 kilometres of clearways across Sydney with other roads subject to parking restrictions, including transit lanes and bus lanes. However, this clearways network has not kept pace with growth and needs to be expanded to support improved travel times.

The Sydney Clearways Strategy outlines how we can get more from our roads now – by introducing new or extended clearways on roads that don't perform to our expectations.

Importantly, it also sets out a process for engaging with local communities and councils and for providing alternative parking to minimise impacts on local businesses and residents. The NSW Government has established a \$21 million fund to assist local councils with alternative parking solutions.

The strategy forms part of a suite of initiatives the NSW Government is using to cut congestion in the short and long-term including:

- The \$246 million Pinch Point Program targeting traffic hotspots to help relieve congestion.
- Diverting a number of peak bus services from Wynyard interchange via the Cahill Expressway to reduce delays for passengers.
- The Sydney CBD Motorcycle Response Team targeting known trouble spots across the CBD and responding quickly to incidents to improve traffic flow and reduce delays.
- The introduction of double decker buses that carry up to 110 customers, around twice the customer numbers of normal buses.

We want to work with councils, local businesses and road users to identify where we can improve the road network and identify alternative parking options.

By making smarter use of the road network through clearways, we can aim to improve travel times and work together to keep our city moving.



Duncan Gay MLC

Minister for Roads and Ports

Introduction

The NSW Government's state plan, *NSW 2021* commits to improving travel times for both public transport and the road network. For the road network, the target is to improve the travel times on 100 major roads during the morning and evening peak travel periods.

The NSW Government's *Long Term Transport Master Plan* outlines a number of responses to traffic congestion in Sydney, aimed at improving travel on Sydney's roads in both the short and long term.

One of the primary means to achieve this is the use of clearways, allowing motorists to use all road traffic lanes on major roads by restricting stopping and parking, particularly during the peak periods.

The current clearways network has been in place for several decades and, while it has proven effective in providing more consistent travel times, particularly in peak periods, there have been very few clearways added or extended in the last few years. Traffic growth in Sydney has reached a point where there is a need to consider further improvements in the use of the existing road network to improve travel times.

A particular need has been identified to extend clearways for weekend travel, where traffic growth has led to congestion levels similar to that of weekday peak periods. However, the needs of the community, including local businesses, along major roads must be considered, by ensuring parking and access remains adequate.

This strategy document outlines a proposed approach to make improvements that will provide greater capacity and travel benefits for customers, particularly on congested corridors where on-street parking obstructs the efficient performance of the whole corridor. It requires a balance between the needs of commuters travelling during weekday peak periods, the considerable and growing weekend traffic, and the needs of local businesses along major roads.

The strategy proposes that when parking is removed from a major road to extend a clearway, a similar quantity of alternative parking, based on parking demand, should first be identified.

The first section of this document provides an overview of the important role of the clearways network. The strategy then outlines proposed and possible expansions to the clearways network. Importantly, the strategy aims to consider the impacts any clearway expansion will have in terms of localised public parking requirements. It seeks approaches along each major road to provide parking capacity to manage the loss of parking due to the possible expansions. In this regard, the NSW Government is considering a grant funding program to initiate provision of off-street public parking infrastructure in collaboration with local councils. A proposed parking framework detail is attached in the Appendix.

Getting on with it

To get on with delivering improved travel times and demonstrating the benefits outlined in this strategy, work will commence on the **first five high priority projects to pilot the approach**. These priority routes are potential weekday and weekend extensions to:

	Road	Proposed clearway extensions
1	Victoria Road From Iron Cove Bridge to The Crescent, Rozelle	Weekends – daytime (revised from previous proposal)
2	Lane Cove Road From North Ryde to Macquarie Park	Weekdays and weekends – daytime
3	Mona Vale Road From Pacific Highway, West Pymble to St Ives	Weekdays – am and pm peaks Weekends – daytime
4	King Georges Road From the South West Motorway (M5) to Hume Highway, Greenacre	Weekdays and weekends – daytime
5	Princes Highway From President Avenue, Kirrawee to King Georges Road, Blakehurst	Weekdays – am and pm peaks Weekends – daytime

Changes to these routes will potentially include extensions to the hours of operation during weekday peaks, introduction of weekend periods, and extension to the length of route covered by the clearway. Consultation has already commenced on the Victoria Road, Rozelle project and consultation on the other routes with the local communities, local councils and businesses to refine the proposals will begin with the launch of this strategy.



Strategic context

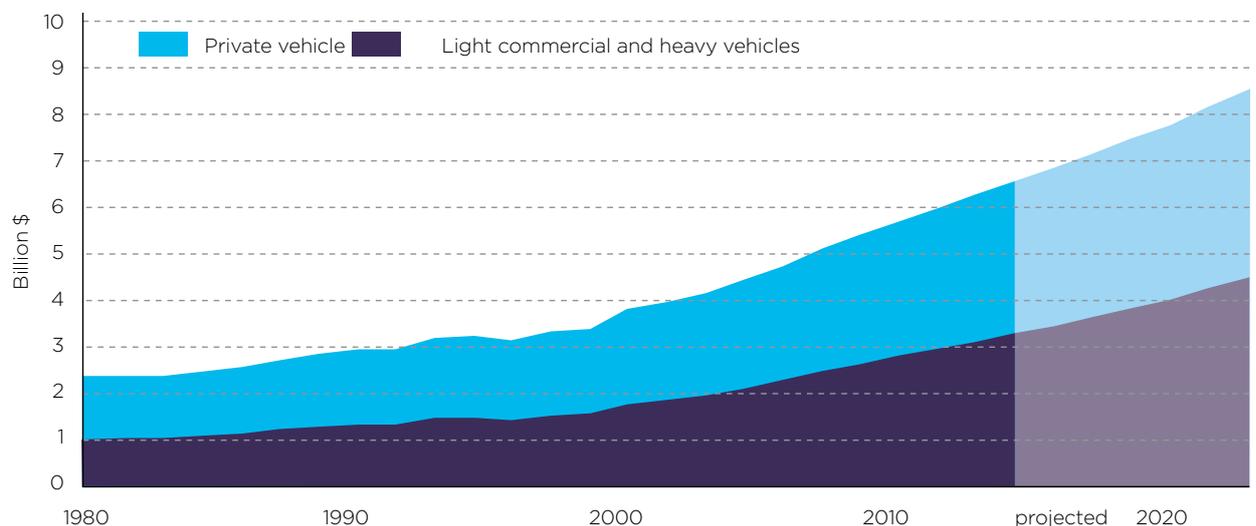
As a global city, Sydney's transport demands continue to grow, underpinned by population growth from 4.6 million to 6 million people over the next 20 years. There are currently 16 million trips undertaken by Sydneysiders on an average weekday and 15 million day trips at the weekend. During the peak periods this leads to increased pressure on the public transport and road networks.

In addition, the weekend travel demands continue to grow and can approach weekday peak conditions in certain parts of the city.

Almost 70 per cent of weekday trips are undertaken by car with the remainder by public transport, cycling and walking. On top of this, car ownership continues to grow.

Because of these factors, the costs of congestion are considerable, at an estimated \$5.1 billion each year. To place this in context, the rate of congestion cost increase is almost triple the expected rate of economic growth.

Figure 1: The Economic Cost of Congestion in Sydney 1980-2020



Long Term Transport Master Plan, Transport for NSW, 2012 (p105)

Action must be taken to address the costs of congestion to the economy and the community. Under the *Long Term Transport Master Plan*, the NSW Government is progressing a congestion action plan¹ that

- Deploys targeted investment at congestion pinch points;
- Invests in managed motorway technology to make the network more demand responsive;
- Enhances traveller information to help drivers avoid congested roads; and
- Considers distance based tolling arrangements on Sydney's motorways.

The NSW Government has also committed to major expansions of the public transport network including the North and South West Rail Lines, the Inner West Light Rail extension, the City to South East Light Rail Project, and major road expansions including Westconnex covering the M4, M5 and connecting corridor.

1. *Long Term Transport Master Plan*. Transport for NSW, 2012.(p141)

A pinch point program is being rolled out targeting short term traffic improvements at key intersections across the road network, in addition to a number of arterial road upgrades proposed over coming years.

The NSW Government is developing a strategic plan for buses, *Sydney's Bus Future*, which will identify bus priority corridors and supporting traffic management measures. The Clearways Strategy will complement bus priority arrangements within *Sydney's Bus Future* and supports improved bus travel times and reliability, when compared with roads where parking is permitted.²

The NSW Government's infrastructure priorities have been determined and are underway. However, there is also a need to pursue short term congestion relieving initiatives by maximising the use of the current road network. That is the aim of the clearways strategy.



Clearways and other congestion management measures will play an increasingly important role through the use of the entire road space for longer periods of the day, on weekends, and potentially on a broader number of major road segments.

Customers have told us they expect us to use these measures to get more from the road network and improve reliability and flow of traffic.

However, these needs must be balanced against the needs of local business along major roads, and access to those services for local residents. This requires an understanding of the parking demand both on the road itself, as well as opportunities to reconsider land use adjacent to those roads.

2. Introduction of clearways in the UK's West Midlands has resulted in bus journey times which are 21% faster and 30% more reliable.

The clearways network

What is a clearway?

A clearway is a traffic management restriction placed on the kerbside lane of a strategically important state road. The restriction prevents stopping and parking during peak periods in one or both directions so that the entire road corridor is available during the heaviest periods of traffic congestion. Any vehicle found stationary or parked at the kerbside on a road which is a clearway during the hours of operation may be towed away, to ensure traffic flow is not disrupted.

Each year, large numbers of vehicles are towed away from clearways, to respond quickly to traffic obstructions and maintain traffic flow. In 2012/13, there were over 7,600 illegally parked or broken down vehicles towed from clearways, mostly in the PM peak period.

Clearways have been in place for several decades in Sydney. They form part of a number of measures aimed at improving travel flows on arterial roads, including no stopping, bus lanes and transit lanes.

Clearways are directly aimed at alleviating congestion where a road is carrying traffic close to its capacity. They support important measures such as tidal flow arrangements on key roads at low cost, without the potential need for road widening to introduce additional traffic lanes. Although clearways are mainly used on state roads, they may be placed on other roads.

The figure below outlines a range of traffic lane designations which prevent stopping and parking and provide greater priority to moving traffic.

Figure 2: Hierarchy of Lane Management



	Customers	Stopping permitted for	Tow Zone
Bus Only Lanes	Buses	Buses	✓
Bus Lanes	Buses Taxis Hire cars Motorcycles Cyclists	Buses Taxis - for pickup/set down	✓
Transit Lanes (T2-T3)	Cars > 2/3 people Buses Taxis Hire cars Motorcycles Cyclists	Buses Taxis - for pickup/set down	✓
Clearways	All traffic	Buses Taxis - for pickup/set down	✓
No Stopping	All traffic	Buses - at bus stops Taxis - for pickup/set down in No Stopping Taxis Excepted 1 minute	✗
No Parking	All traffic	Buses - at bus stops Taxis - for pickup/set down	✗
Uncontrolled	All traffic	All traffic	✗

Hours of operation

Clearways

Time restrictions have been implemented on established roads which have constrained traffic flows. The need to balance the demand for kerbside parking and lane use with local business and other adjacent activity has limited the introduction of clearways. A weekday morning and evening peak (4 hour peak period operations) has traditionally been adopted for implementation.

Clearway signage is placed at the start and end of the length of road which the clearway applies. Clearway signs and line markings are also applied along the length of the clearway.

New roads

New roads that are planned for a strategic traffic function do not permit parking in the kerbside lane. Impacts on small businesses are typically minimised as alternatives for parking, loading and unloading are provided as part of the provision of the new road. The hours of operation may need to be over extended periods (for example, for 12, 16 or 24 hour operations).

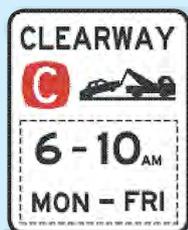
Short sections of road

There can often be short sections of road along shopping strips or on approach or departure of major traffic intersections on the road network. These short sections are too short for clearways operation and are generally no stopping zones to prevent parking and stopping. Towing of illegally parked vehicles in these zones can be arranged with NSW Police approval.

Existing clearways hours of operation

Clearways usually operate from:

- 6am to 10am for the weekday morning peak period.
- 3pm to 7pm for the weekday afternoon peak period.
- Weekend Clearways operate on Spit Road, The Spit to Mosman from 3pm - 7pm on weekends and public holidays and Princes Highway, Engadine from 4pm - 7pm on Sundays and public holidays (October to April).



Clearway signs are used at the start and end of the length of the major road to advise motorists of the hours of operation. Road sections which are less than 5km may be enforced through No Stopping signs only. The Hours of Operation typically remain the same (6am to 10am and 3pm to 7pm weekdays).



Decision makers

The operation of clearways is achieved through collaboration between:

- Roads and Maritime Services (RMS) as the state road network manager;
- Transport for NSW's Transport Management Centre which manages clearway towing on behalf of RMS; and
- NSW Police and Local Councils which enforce road, traffic and parking rules.

NSW Police and Council Parking Rangers may issue fines associated with parking or other stationary vehicles in the clearway during its hours of operation. Current fines range from \$178 to \$232.

Criteria for introducing a clearway

A clearway is considered for a major state road if it meets the following criteria:

- Directional traffic flows exceed 800 vehicles per hour per lane ;
- Travel speeds are 30km/h or below during peak periods;
- The road is a strategic bus or freight transport corridor for moving people and goods;
- 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.

Any new clearway needs to consider access to local business and services, ensuring a net benefit for the community. One way this can be facilitated is by providing parking close to the state road, thereby maintaining accessibility.

While the first two criteria have clear measures, the third requires consideration of a number of different factors. Some of the factors to be considered include the *Long Term Transport Master Plan*, the NSW Government's strategic plan for buses, *Sydney's Bus Future*, and *NSW Freight and Ports Strategy*. Each of these documents sets out priority corridors that will assist in making sure clearways support motorists, bus passengers and freight priorities.

The legal framework for the operation and enforcement for clearways is set out in *Australian and NSW Road Rules (2008)*. Application of these rules in NSW is progressed by Transport for NSW.

The current clearways network

Sydney's current clearways network operates to manage morning and afternoon peak periods during the weekday. In addition, two routes currently operate during weekend afternoon and public holiday periods. There is a focus on Sydney and Parramatta CBD access and north-south movement across Sydney.

Roads without clearway restrictions may instead have other kerbside lane management which also restricts stopping or parking in the kerbside lanes and may also provide for towing of illegally parked vehicles. Examples are no stopping lanes, transit lanes and bus lanes. These lane designations are separate treatments and do not form part of the current clearways network. However, all of them collectively serve to maintain traffic flows. Figures 3, 4 and 5, show where Sydney roads have some kind of existing kerbside lane management treatment, including clearways, transit lanes, and bus lanes – by direction of travel for the AM peak, PM peak and on weekends.

Clearways have been in operation for several decades in Sydney, however very few clearways have been added or extended recently. There are currently 780 km of clearways across the 2,800 km of state roads and national highways on Sydney's road network. In addition to clearways, there are also shorter sections of no stopping and no parking zones throughout the network.

Figure 3: Existing Weekday AM Peak Clearways, Transit Lanes and Bus Lanes/Bus Only Lanes

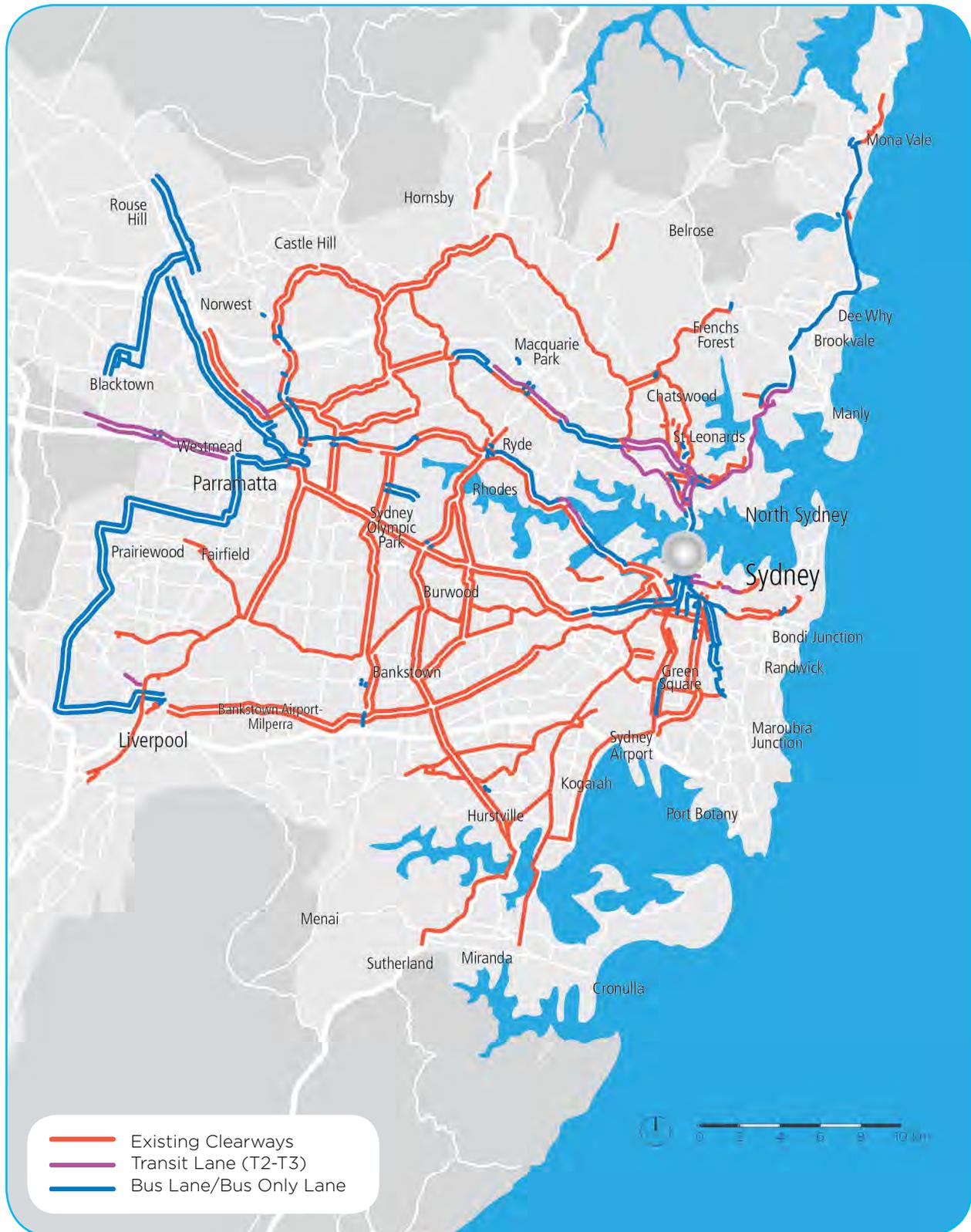


Figure 4: Existing Weekday PM Clearways, Transit Lanes and Bus Lanes/Bus Only Lanes

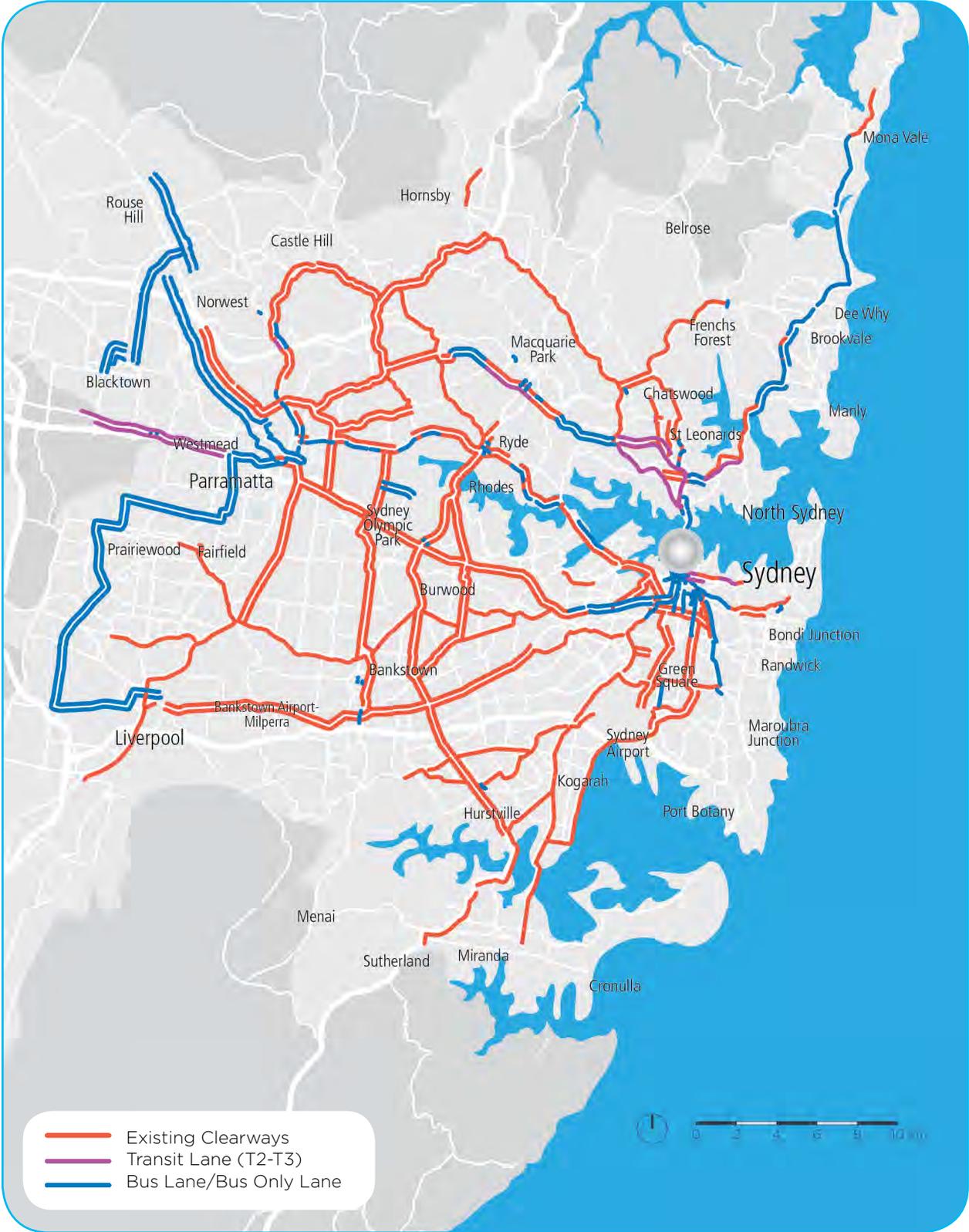


Figure 5: Existing Weekend Clearways, Transit Lanes and Bus Lanes/Bus Only Lanes



The challenges

While the current clearway network is providing considerable benefits, the Sydney road network is being placed under increased traffic demand. This includes the morning, afternoon and weekend peak periods on major roads with and without clearways.

Growth in traffic volumes in Sydney

Traffic growth in Sydney continues at a rate of around 1 per cent each year and freight volumes are expected to double over the next 20 years. Strong growth of bus travel across the public transport system, with customer demand for bus travel set to grow by 30 per cent by 2031, and with taxi numbers also continuing to increase.

Kerbside parking, traffic incidents, or traffic signal failures, can lead to long delays and unreliable travel times for motorists and bus passengers on major roads during these events.

As traffic volumes continue to grow, not only will travel times deteriorate, but peak periods will also continue to spread across a longer time period. Significant queues and delays on the state road network can lead to “rat-running” through the adjacent local roads. Clearways can encourage greater use of state roads thereby reducing the level of rat-running and improving local safety and amenity.

Travel times for customers

Since 1999/2000, the average number of vehicles per household increased from 1.40 to 1.54 cars.³ This means as the customer base using the road network continues to grow, the average travel speeds on major Sydney roads will continue to deteriorate.

The current speeds on some of the key state arterial roads in Sydney reflect congestion and therefore costs on business, the economy and people’s lifestyles.

A further trend is the extended periods of high traffic flows outside of the peak periods themselves. For example, the morning peak on certain parts of the network can commence between 5am and 6am, with the peak period extending beyond 10am. In the afternoon, the peak can commence at around 2.30pm and continue past 7pm. At present, weekend traffic, particular on Saturday mornings, is often at similar levels to weekday peak periods.

Clearway performance

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

- Supporting the efficient movement of people and goods on Sydney roads;
- Facilitating more reliable journey times for motorists on major roads;
- Managing growth in traffic flow and emission reduction through smoother traffic flow;
- Increasing peak period road capacity without expensive investment in widening roads; and
- Balancing the use of kerbside space in the off peak periods for parking.

There are major roads which currently have a peak period clearway in place, which could be improved by extending the weekday hours of operation to all day (such as 6am to 7pm). The need to introduce weekend clearways across a large number of major roads is also evident, with considerable traffic volumes experienced across Saturday morning, midday and afternoon.

3. 2010/11 Household Travel Survey Summary Report 2012 Release

Figures 6, 7 and 8 show where possible new or extended clearway locations have been identified for further investigation, based on traffic data (traffic volumes and travel speeds) for the morning peak, afternoon peak and at weekends. Further assessment of these corridors will be undertaken using the additional criteria of bus and freight priority, and alternative parking options, before determining where projects will be further developed and community consultation undertaken.

Note that if there is already a transit lane, bus lane, or bus only lane/transitway on a road these roads will not be downgraded to clearways (as per Figure 2: Hierarchy of Lane Management). However, in the future, clearways nominated and introduced through this process may be elevated to transit lanes, bus lanes or bus only lanes/transitways.

This data provides an indication of the need to take action on existing clearways and to consider introducing new clearways.

Further assessment of these corridors will be undertaken using the proposed criteria before determining where projects will be further developed and community consultation undertaken.

The performance on major roads in Sydney is improved through the use of clearways for weekday peak periods. However, the deterioration in travel times and speeds are now at a level where the benefits of clearways could be extended through the day on certain roads during weekdays, and extended to weekends where the traffic conditions are similar to weekday peak periods.

Access to local businesses

There are existing clearways along lengths of major roads which travel through local business areas and front local businesses. These local businesses rely on trade from people who are able to park close to their shop front. It is this parking which is changed to create a clearway.

A large number of road users, including commuters, would support an increase in the availability of clearways to provide improved travel times.

However, local businesses require both parking for customers and for the delivery of goods and services. In addition, people picking up or setting down passengers from outside a residence, particularly in circumstances where the passenger may have a disability may be affected by changes to parking arrangements.

The challenge is to balance the competing needs of these local businesses and their customers, with those of the broader community using the road network for their daily commute in a car or bus, or for carrying freight. In order to successfully balance these needs where parking is removed to introduce a clearway, existing parking demands will need to be managed by finding alternative public parking capacity nearby.



Parking needs

Parking availability along major roads is usually associated with the need to access adjacent businesses and services. These businesses rely on local customers who are able to park within close proximity to the shop front. If a clearway were in place, these parking spaces would be removed during the hours of its operation.

While many residences and businesses often have off-street parking, any expansion of the clearway network must properly address this potential loss of parking to businesses on the major road, through providing alternative parking capacity nearby.

For example, existing parking conditions could be adjusted in nearby side streets to provide comparable parking capacity. Dedicated off street parking facilities could also be provided, if suitable sites can be identified.

There is no single answer that satisfies requirements in each location. However, if the clearway network is expanded to operate more efficiently and meet the growing commuter and freight needs, there will need to be enhancement to public parking in alternative locations to offset the losses on major roads.

To guide this process, a proposed framework for parking adjustments for clearways on major roads has been developed. This framework sets out how RMS will assess existing parking availability, work with local councils, consider applications for funding and liaise with local businesses and communities. The proposed framework is attached in the Appendix.

The first step is to work with local councils to understand the local land uses and explore options to minimise the impacts of clearways and alternative parking spaces. These could potentially be provided through considering a combination of:

- Parking spaces in adjacent streets during business hours, if there is surplus capacity that allows for such parking;
- Small scale ground level carparking on adjacent land, if parking demand is not significant and the adjacent land allows;
- Improve customer guidance to existing parking in the side streets;
- Use surplus capacity in existing local council car parks where necessary;
- Working with councils to enhance existing car parking facilities; and
- Low level multistorey carparking with urban renewal opportunities, where a higher number of parking spaces are removed for an extended period of time.

The strategy proposes that when parking is removed from a major road to extend a clearway, a similar quantity of alternative parking, based on parking demand should first be identified.

This approach is based on demand for parking and quantity of parking places removed, through the alternatives noted above. Because this raises local land use, planning and traffic management issues for local councils, a coordinated approach between the NSW Government and local councils is required. This would also consider the parking revenue impacts and opportunities for councils, as well as funding to support any off-street car parking.

The NSW Government will develop a grant funding program to initiate the provision of off-street parking infrastructure, taking into account the potential revenue local councils may receive.

The specific requirements for parking will be considered on a case-by-case basis and take into consideration the Parking framework at the Appendix. This framework sets out a list of matters to be considered when removing parking to extend or introduce a clearway.

International and Australian case studies

Clearways are used in many countries including the United Kingdom, the United States of America, Canada and the Australian states of Victoria and Western Australia.

In **London**, 'Red Routes' are used extensively by Transport for London across 360 miles (approximately 579 kilometres) of roads in the city's Metropolitan Area. These have been in place for many years and constitute only 5 per cent of the city's roads, but carry up to 35 per cent of the city's traffic.

Journey times on these roads have been reduced by an average of 20 per cent and illegal parking has dropped 75 per cent.⁴



Introduction of clearways in the UK's **West Midlands** have been found to have delivered:

- Reduced journey times of over 8 per cent;
- Reliability improvements of up to 40 per cent;
- Bus journey times 21 per cent faster and 30 per cent more reliable;
- Illegal parking reduced by 60 per cent;
- Evidence of increased pedestrian usage; and
- An accident reduction of around 8 per cent (a further long term assessment is required).⁵

Under the **Keeping Melbourne Moving initiative**, the Victorian Government committed to extend clearway times and enforce them with tow-away arrangements to improve traffic flow on arterial roads during peak periods. More than 150 clearways along key public transport routes within 10 kilometres of the Melbourne CBD were extended and standardised to operate from 6:30am to 10am and from 3pm or 4pm to 7pm. Clearway times were strictly enforced, often with over 500 vehicles a month towed away.

4. West Midlands Local Transport Plan (www.westmidlandsltp.gov.uk/associated-groups/red-routes/the-benefits-of-red-routes/)

5. Tools that Impact Network Performance: Road Space Allocation Tools. AUSTRROADS, 2007.

VicRoads measured improvements in travel times of around 9 per cent for drivers and 5 per cent for trams.

They also found that clearways mitigated the equivalent of approximately five years' worth of congestion, given the average rate of congestion increase.

The initiative was discontinued after a change of government in 2010. In 2013, the Victorian Auditor-General recommended the development of a strategy, in consultation with local councils, to better leverage and communicate the potential of clearways for managing congestion along the arterial road network. In this strategy the Victorian Auditor-General suggested adopting an approach that minimises impacts on local traders whereby, rather than applying parking restrictions uniformly similar gains can be made by strategically focusing restrictions at key locations, particularly, near signalised intersections.

In **Perth**, 24 hour clearways have been in use on main roads and highways since the 1970s and as such on-street parking problems are not considered to be an issue. In **New York City**, there are three types of no-parking zones that represent the city's clearways. 'No Stopping' zones only allow stopping in order to obey traffic laws or in case of an emergency, while 'No Parking' zones allow drivers to stop temporarily to load or unload passengers or items.

'No Standing' zones only allow stopping temporarily, to drop off or pick up passengers. However, on major legal holidays the three zone rules are temporarily suspended, except in places where they are in effect seven days a week. It is never permissible to wait in any of these three zones.

Toronto, Canada uses time limit areas and rush hour signage to indicate clearways on its road network. Like New York City, Toronto uses 'No Stopping', 'No Parking' and 'No Standing' signs to indicate to drivers where they can stop and park along the city roads.

The 'No Stopping' and 'No Standing' anytime symbols are the most restrictive parking regulations in Toronto. If a driver chooses to stop or stand in any of these zones, they can be ticketed and towed. The 'No Stopping' anytime symbol is less restrictive. Drivers are allowed to use these zones while loading or unloading goods or to pick up or discharge passengers.



An expanded clearways network

This strategy demonstrates the benefits of clearways to date, both domestically and internationally, and the large challenges affecting the road network as it continues to grow.

Therefore, this strategy proposes further improvements to the clearways network including:

- Extensions of the current operating times on the clearway network – for example, a morning peak clearway may need to be extended throughout the day and to include the evening peak period. In some cases, weekday clearways may need to be extended to include one or both weekend days.
- Expansion of the current clearway network to include new road sections – for example, to extend the length of clearway arrangements into downstream sections which currently restrict overall movement of traffic.
- A prioritisation of these improvements taking into account maximum benefits expected, balanced against the impacts of managing removed parking and access to local business and amenities.

Changes to weekday peak operations

Using the first two points of the assessment criteria, there are a large number of roads which would benefit from the extension of a clearway for both the morning and afternoon peak periods.

There is also an opportunity to extend some clearways to the whole day. Some of these routes would benefit from further assessment to consider the potential for all day weekday clearway conditions, including the inter-peak period. In addition, each clearway should be considered for hours of operation in both directions, not just one peak direction.

There are also a large number of major road sections which should be considered for possible introduction of a new clearway.

The major roads where the introduction of a clearway will be investigated are shown in Figures 6 and 7 for the morning and afternoon peaks. **These routes meet the two traffic criteria, volume and speed, for a clearway but will require further individual assessment based on the other two criteria, strategic bus or freight priority and assessment of parking arrangements.**

Changes to weekend operations

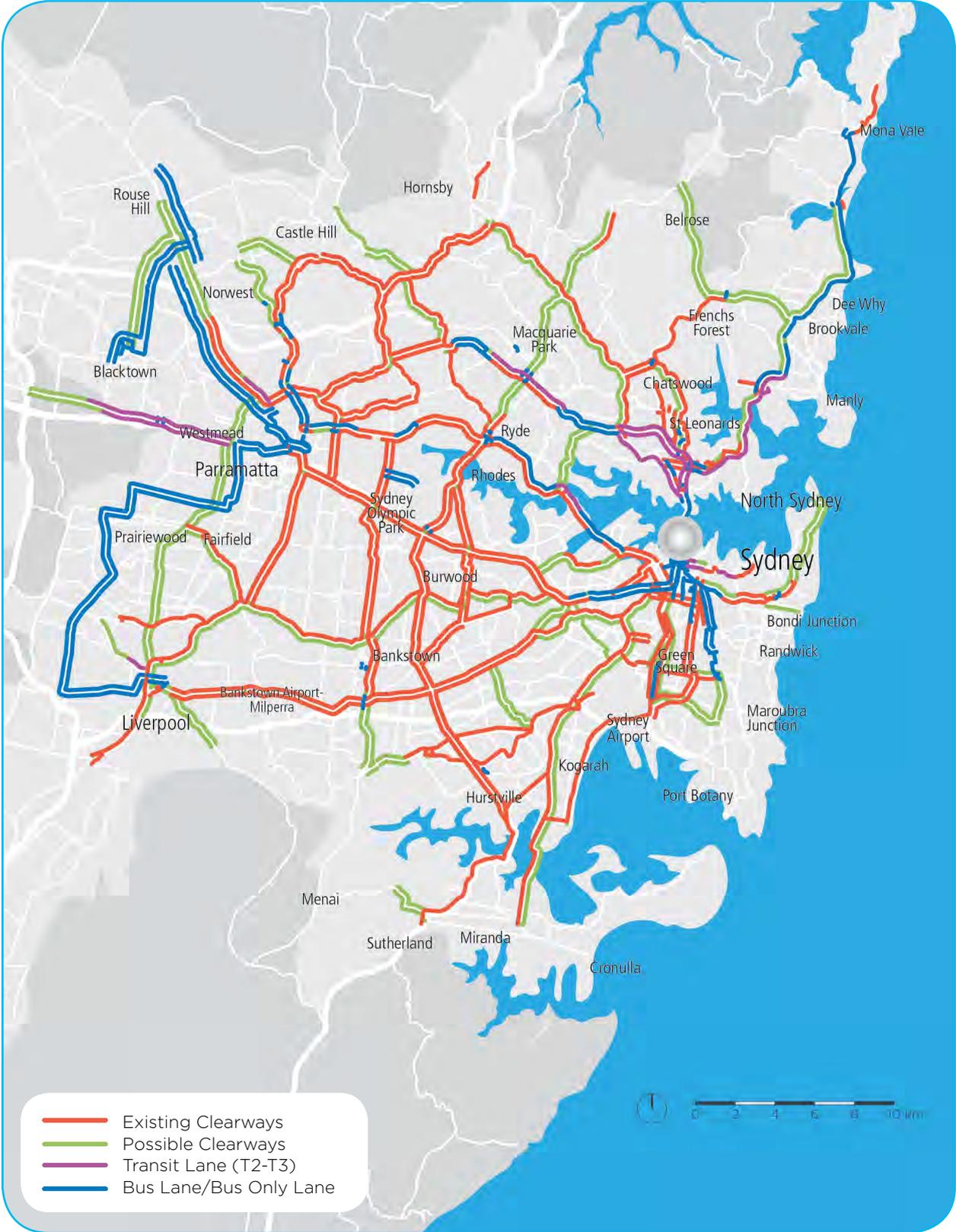
On weekends, travel patterns change and although there are fewer people commuting to a business centre for work, many more people are travelling to visit friends or family, go shopping or for a recreational outing.

On some major roads, Saturday and Sunday traffic conditions are as heavy as weekday peak periods. This congestion can lead to long traffic snarls that delay travel times, as well as reduce amenity of the local community on the weekend.

In these locations and times, there is a need to consider these key roads for clearway extensions over some of the weekend period.

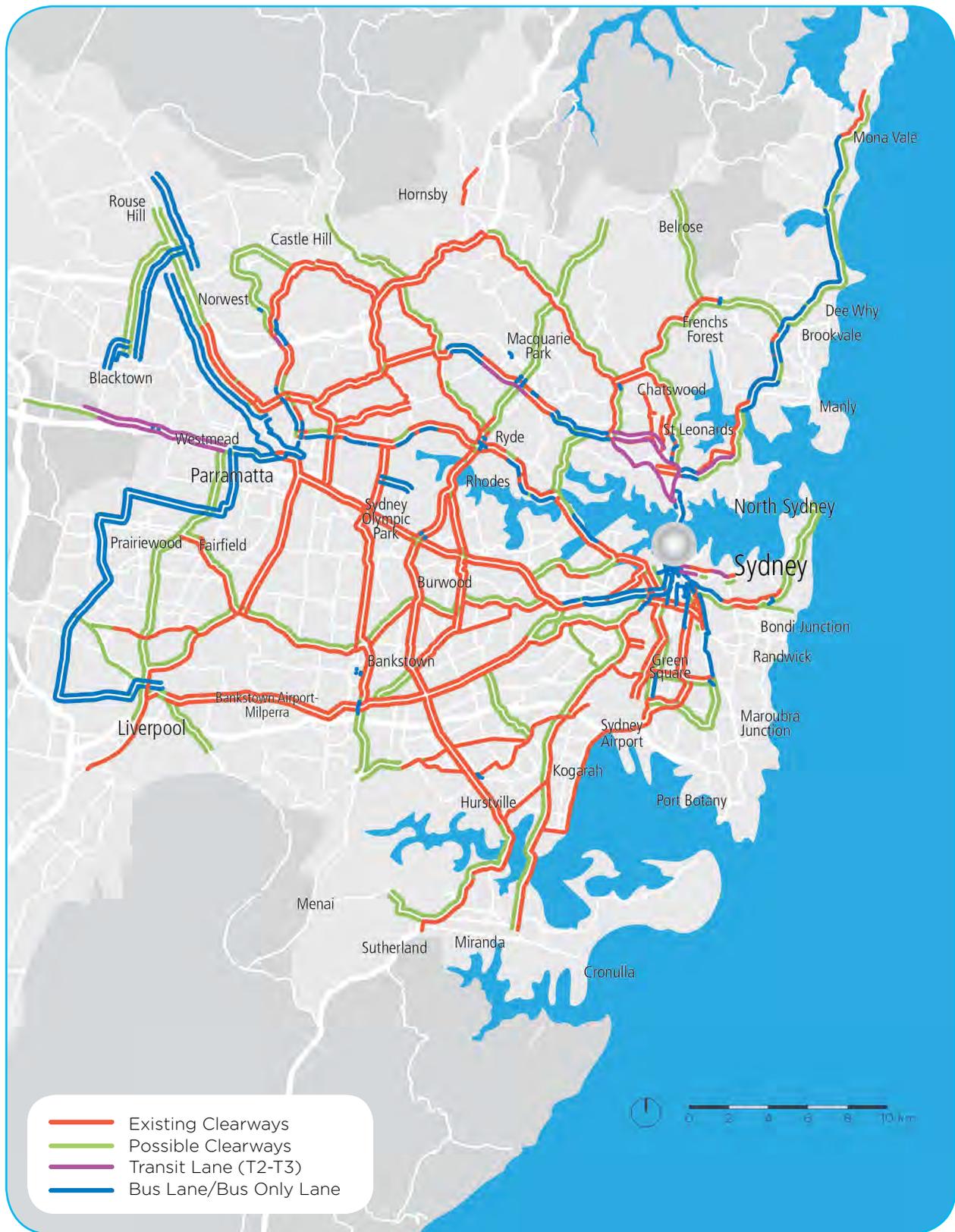
The major roads with potential for weekend clearways are shown in Figure 8 for Saturdays in particular. Many of these routes are existing or possible weekday clearways. **These routes meet the two traffic criteria, volume and speed, for a clearway but will require further individual assessment based on the other two criteria, strategic bus or freight priority and assessment of parking arrangements.**

Figure 6: Weekday AM Peak: Roads to be further investigated for clearway extensions
 (Based on traffic volumes and speeds only - further analysis required)



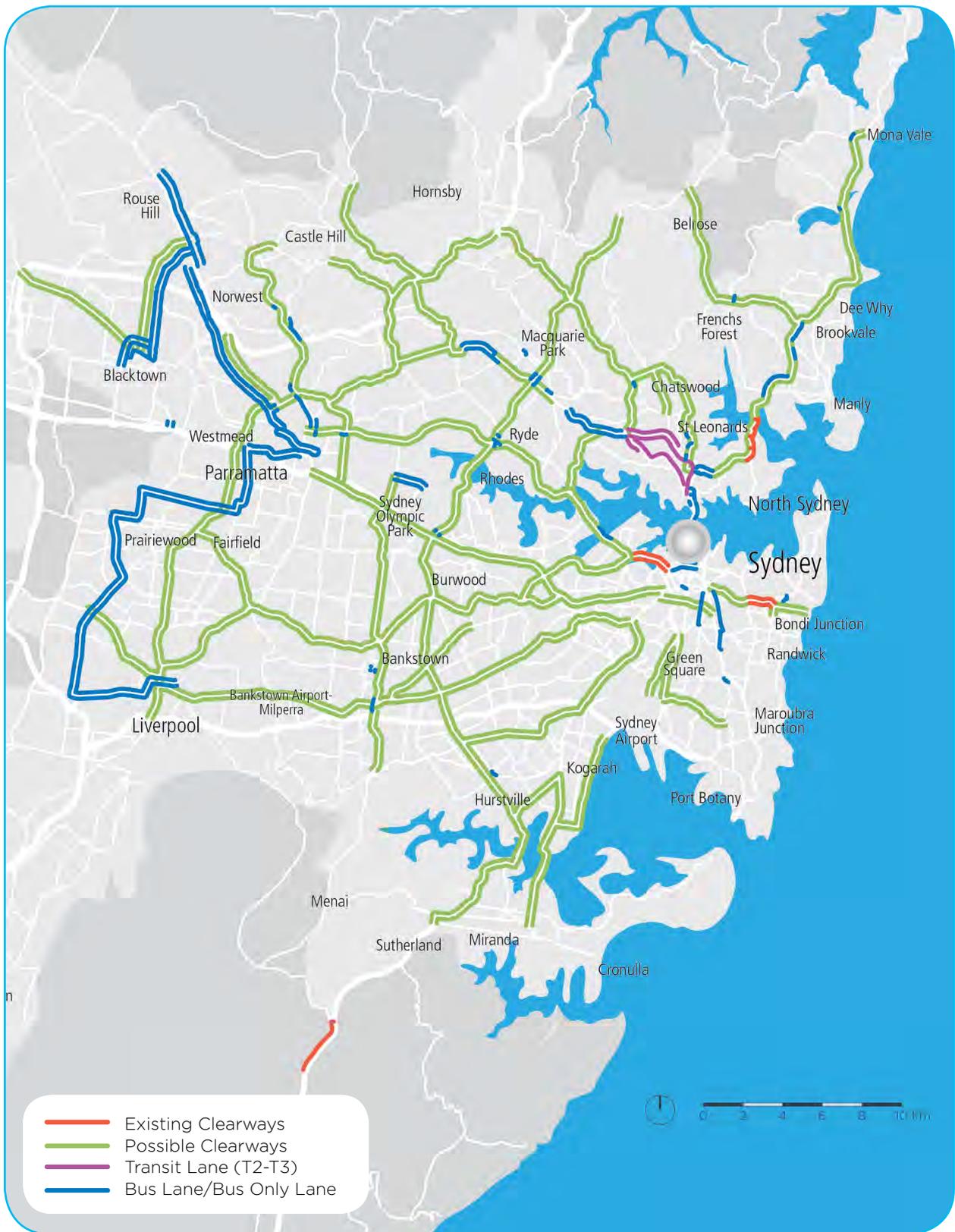
Note: Certain routes will be investigated for all day clearways, for example 6am - 7pm.

Figure 7: Weekday PM Peak: Roads to be further investigated for clearway extensions
 (Based on traffic volumes and speeds only - further analysis required)



Note: Certain routes will be investigated for all day clearways, for example 6am - 7pm.

Figure 8: Weekend: Roads to be further investigated for possible clearway extensions
 (Based on traffic volumes and speeds only - further analysis required)



Note: Certain routes will be investigated for all day clearways, for example 6am - 7pm.

Implementation

The implementation of new and extended clearways needs to be undertaken in a systematic manner that takes into account the range of road users' needs, as well as those of local businesses and communities along the corridor.

In this regard, the strategy proposes to commence with introduction of five high priority projects from Sydney's most constrained strategic corridors.⁶ These five routes are:

	Road	Proposed clearway extensions
1	Victoria Road From Iron Cove Bridge to The Crescent, Rozelle	Weekends – daytime (revised from previous proposal)
2	Lane Cove Road From North Ryde to Macquarie Park	Weekdays and weekends – daytime
3	Mona Vale Road From Pacific Highway, West Pymble to St Ives	Weekdays – am and pm peaks Weekends – daytime
4	King Georges Road From the South West Motorway (M5) to Hume Highway, Greenacre	Weekdays and weekends – daytime
5	Princes Highway From President Avenue, Kirrawee to King Georges Road, Blakehurst	Weekdays – am and pm peaks Weekends – daytime

The introduction of these high priority projects will commence in 2014, starting with community consultation to refine the proposal. Consultation has already commenced on the Victoria Road, Rozelle project and consultation on the other routes with the local communities, local councils and businesses will begin with the launch of this strategy.

Routes will be reviewed against the traffic criteria, the strategic importance for public transport and freight along the routes, and the parking framework. The review will take into account existing and proposed bus priority initiatives to maximise outcomes for the largest number of commuters practicable.

In some locations, existing transit lanes or bus lanes operate during peak hours – restricting cars from stopping and providing for tow-away of illegally parked or broken down vehicles. In these cases, it is proposed that the existing transit lanes or bus lanes will be retained and that clearways are used in adjacent locations and at other times to complement these lanes and to support efficient traffic flows.

The overall program will be further refined throughout 2014, with RMS engaging early with local councils and communities located along the five high priority projects and any future routes identified.

Local councils will first be advised of the broad proposal for clearway arrangements so that options for limiting impacts on local communities can be investigated collaboratively, including in accordance with the parking framework.

6. Long Term Transport Master Plan (pp83-89). Transport for NSW, 2012

Following this, the local community will be engaged to clearly identify the need for changes and proposed solutions through a variety of channels. Public feedback will also be sought as part of the usual Review of Environmental Factors process on a specific design proposal for each clearway.

Any extended or new clearways introduced will be reviewed annually, in the light of updated data on traffic volumes and average speed changes. The same approach will be undertaken for all other routes nominated for future clearways to ensure that appropriate priority is maintained for those locations and times where clearways will result in the maximum benefit to all road users.

Funding

The Clearways Strategy is aimed at improving travel times and speeds by removing parking at certain times, which currently create 'pinch points' on the road network.

Therefore, the NSW Government will initially provide grant funds for parking measures through its Pinch Point Program.

Initially, the first five clearways will be considered for funding in terms of assisting with parking requirements. This initial assessment will then be reviewed so that the grants program may be refined over time for future projects.



Have your say

This strategy document has been prepared to outline the approach Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) are proposing to take to make improvements to the road network by expanding the clearways network.

The strategy is aimed at balancing the needs of commuters and other motorists who seek reliable travel times across the road network, with the needs of local business and other adjacent land users who require access to parking, loading and unloading.

The objective is to extend the hours of operation on current clearways and the introduction of new clearway sections, where there is a clear need. The strategy also includes a proposed framework to assess and provide parking in alternative locations where necessary to manage the demand for parking once removed and expand the clearway network to support efficient and reliable travel times.

It is proposed that the approach outlined in this strategy will be refined in 2014 with a plan to progressively expand the clearway network over the next 2-5 years.

We now want to hear from you on the Sydney Clearways Strategy and on where you would like a new or extended clearway on the Sydney road network.

We encourage you to comment directly by providing a submission on the Sydney Clearways Strategy to:

Sydney Clearways Strategy
Transport for NSW
GPO Box K659
Haymarket NSW 1240

or by email to:

sydneyclearways@transport.nsw.gov.au

All comments and nominations are due by **28 February 2014**. While it is not possible to respond directly to individual submissions, they will all be carefully considered and analysed.

Further information is available by visiting:

www.transport.nsw.gov.au/sydneyclearwaysstrategy

Appendix

Parking framework

Proposed framework for parking adjacent to clearways

Where there is to be an extension to an existing clearway either for the weekday, weekend, or proposed introduction of a new clearway where one does not currently exist, the following matters will be considered:

1. The estimated parking spaces to be removed to introduce the clearway are to be recorded including the average turnover times for each car space for the extended period of operation (that is, quantifying the impact).
2. The adjacent land use on the major road is to be assessed in terms of importance as a local shopping strip, commercial outlets, and/or other uses.
3. The local road network on both sides of the clearway are assessed in terms of land use, whether residential, commercial or other, and the prevailing parking conditions are to be reviewed, including any parking restrictions.
4. Existing car parks operated by local councils or other groups in the vicinity are to be assessed including: occupancy rates, wayfinding signage to the facilities from the major road, cost of parking, and time restrictions to enforce turnover of parking spaces.
5. In consultation with the local council, an assessment is to be made of whether the parking removed for the clearway can be accommodated through:
 - changes to the parking arrangements in adjacent streets by placing time restrictions to encourage turnover of parking spaces; AND/OR
 - improvements to signage and introduction of parking time restrictions in existing off street parking facilities identified and assessed as part of point 4; AND/OR
 - the need for new off street parking facilities on local council's road network; AND
 - mitigating community impacts from the changes, to the extent practicable.
6. Once the local council has made an assessment of the most appropriate response, it may submit to Roads and Maritime Services a bid for a funds contribution towards supporting the changes to on street parking, changes to existing off-street parking or for the establishment of new off-street parking.
7. Roads and Maritime Services will apply simple criteria for each funds request taking into account: the quantity and usage of parking removed from the clearway, the traffic capacity and travel time benefit from removing that parking, the adjacent land use, that all options have been explored, proposed in kind contributions, and the total grant funds available for all clearways compared to the funding request for a single location.



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