COUNCILLOR INFORMATION BULLETIN

Thursday 27 February 2014
- Issue 8/14

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NEWSFLASH

Advice from the Chief Executive, Office of Local Government

As of Monday, 24th February 2014, the Division of Local Government, Department of Premier and Cabinet has become the Office of Local Government.

The Office of Local Government is an executive agency related to the Department of Premier and Cabinet (DPC), and as such remains part of the DPC Cluster, but not as a Division within the Department. This change has been made as a result of the new Government Sector Employment Act 2013, which also commenced on Monday, 24th February 2014.

There will be no change in terms of our role with the local government sector.

Our contact details and postal address will remain the same and, at this stage, there will be no change to our email address / domain name. We will migrate over to a new domain name in the coming months; however we will maintain the existing dlg domain name for a period of time to facilitate this transition.

Any feedback or queries?

Contact the Councillor HelpDesk on 9952 8200 or helpdesk@ryde.nsw.gov.au
THURSDAY, 27 FEBRUARY 2014

6.00pm  Ryde Youth Council  
         Civic Centre, Level 5, Room 3  
Contact: Michael Paine, Project Officer Youth  
         People – 9952 8248  
         Chairperson: Youth Council Member

MONDAY, 3 MARCH 2014

6.00pm  Eastwood Events and Promotions Committee  
         Eastwood Women’s Rest Centre,  
         Hillview Road, Eastwood  
Contact: Derek McCarthy, Manager  
         Community Capacity and Events – 9952 8384  
         Chairperson: Councillor Etmekjian

TUESDAY, 4 MARCH 2014

5.00pm  Planning and Environment Committee Meeting  
         Civic Centre, Level 5, Rooms 2 & 3

5.00pm  Works and Community Committee Meeting  
         Civic Centre, Level 5, Room 1

6.30pm  Workshop – Planning Proposals and VPAs  
         Civic Centre, Level 5, Room 2  
Contact: Dominic Johnson, Group Manager  
         Planning & Environment – 9952 8190
         NB. Working dinner during workshop

7.30pm  Reconvened Council Meeting of 25 February 2014  
         Civic Centre, Level 6, Council Chambers

WEDNESDAY, 5 MARCH 2014

5.00pm  Access Advisory Committee  
         Civic Centre, Level 5, Room 2  
Contact: William Davies, Coordinator Access  
         & Equity – 9952 8329  
         Chairperson: Councillor Pendleton

THURSDAY, 6 MARCH 2014

5.00pm  Centenary of ANZAC & Commemoration of WW1 Committee  
         Eucalyptus Room, Community Life,  
         1A Pope Street, Ryde  
Contact: Derek McCarthy, Manager  
         Community Capacity and Events – 9952 8384  
         Chairperson: Councillor Laxale

6.00pm  International Women’s Day Art Exhibition  
         The Northern Sydney Institute - TAFE NSW  
Contact: Baharak Sahebekhtiari, Acting Group Manager  
         Community Life – 9952 8056

FRIDAY, 7 MARCH 2014

8.00pm  Cinema in the Park: The Wolverine  
         Lakeside Lawn, Gymnasium Road,  
         Macquarie University
Contact: Derek McCarthy, Manager  
         Community Capacity and Events – 9952 8384

SATURDAY, 8 MARCH 2014

8.00pm  Cinema in the Park: Monsters University  
         Yamble Reserve, Quarry Road, Ryde
Contact: Derek McCarthy, Manager  
         Community Capacity and Events – 9952 8384

TUESDAY, 11 MARCH 2014

5.30pm  Workshop – Projects (1)  
         Civic Centre, Level 5, Room 2  
Contact: Roy Newsole, Acting General Manager – 9952 8052

6.30pm  Dinner – Councillors and Executive Team  
         Civic Centre, Level 5, Room 3

7.30pm  Council Meeting  
         Civic Centre, Level 6, Council Chambers
THURSDAY, 13 MARCH 2014
7.30pm  Citizenship Ceremony  
Civic Hall, 1 Devlin Street Ryde  
Contact: Derek McCarthy, Manager  
Community Capacity and Events – 9952 8384

FRIDAY, 14 MARCH 2014
8.00pm  Cinema in the Park: Despicable Me 2  
Morrison Bay Park, Frances Road, Putney  
Contact: Derek McCarthy, Manager  
Community Capacity and Events – 9952 8384

SATURDAY, 15 MARCH 2014
8.00pm  Cinema in the Park: Man of Steel  
Eastwood Plaza, Rowe Street, Eastwood  
Contact: Derek McCarthy, Manager  
Community Capacity and Events – 9952 8384

MONDAY, 17 MARCH 2014
5.00pm  Audit & Risk Advisory Committee  
Civic Centre, Level 5, Room 2  
Contact: John Schanz, Service Unit Manager  
Risk & Audit – 9952 8022

TUESDAY, 18 MARCH 2014
5.00pm  Planning and Environment Committee Meeting  
Civic Centre, Level 5, Rooms 2 & 3  
5.00pm  Works and Community Committee Meeting  
Civic Centre, Level 5, Room 1  
6.30pm  Workshop – Future Provisions of Open Space & Cudal Reserve  
Civic Centre, Level 5, Room 2

TUESDAY, 25 MARCH 2014
5.30pm  Workshop – Projects (2)  
Civic Centre, Level 5, Room 2  
Contact: Roy Newsome, Acting General Manager – 9952 8052

NB. Working dinner during briefing

7.30pm  Council Meeting  
Civic Centre, Level 6, Council Chambers

NB. Working dinner during workshop
1 LGNSW - 2014 LEADER FORUMS - THE INDEPENDENT LOCAL GOVERNMENT REVIEW PANEL’S FINAL REPORT - ‘REVITALISING LOCAL GOVERNMENT’

LGNSW have organised Leader Forums across NSW to enable Councillors and Council staff to deliberate and provide feedback to LGNSW in assisting them finalise their submission on the Final Report.

Councillors are advised that, as a minimum, it is the intention for the Mayor and Acting General Manager to attend this Forum.

Organiser: Local Government NSW
Location: Parramatta Riverside Theatre
Date: Wednesday, 26 March 2014
‘Revitalising Local Government’

For Councillors wishing to attend this Forum, please contact the Councillor HelpDesk on 9952 8200 or helpdesk@ryde.nsw.gov.au

Contact:
Name: Roy Newsome
Position: Acting General Manager
Contact No: 9952 8052

1 LGNSW - 2014 Leader Forums - Independent Local Government Review Panel (Parramatta Riverside Theatre 26/03/14)
ITEM 1 (continued)

Leaders Forums

Independent Local Government Review Panel

Local Government NSW (LGNSW) is organising a series of Leaders Forums across NSW on the Independent Local Government Review Panel’s Final Report “Revitalising Local Government”. The report has far-reaching implications for the future of Local Government in NSW and it is critical that Local Government steers the outcomes.

The Forums will provide the opportunity to deliberate on the findings and recommendations of the report. The Forums will be instrumental in framing LGNSW’s response to the report and to whatever positions the NSW Government adopts in the short and the long run.

Registration and Attendance

Attendance is free for all mayors, councillors and council senior management; however registration is essential. Please note, registrations will close two days before each meeting.

Forum Program

A tentative schedule for each Forum is as follows:

- 8am – arrival, tea and coffee
- 9am – Forum starts
- 12:30pm – working lunch
- 4pm – Forum finishes

A program and discussion paper will be issued closer to the Forum dates.

Register now

<table>
<thead>
<tr>
<th>Date</th>
<th>Council</th>
<th>Venue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday 6 March</td>
<td>City of Sydney Council</td>
<td>Lord Mayor’s Reception Room Level 1 Tower Hall 463 George Street, Parramatta</td>
</tr>
<tr>
<td>Friday 14 March</td>
<td>Coffs Harbour City Council</td>
<td>Coffs Harbour Council Chambers Cnr Wallis and Castle streets Coffs Harbour</td>
</tr>
<tr>
<td>Monday 17 March</td>
<td>Albury City Council</td>
<td>Albury Entertainment Centre Elizabeth Room, Swift Street Albury</td>
</tr>
<tr>
<td>Tuesday 18 March</td>
<td>Wagga Wagga City Council</td>
<td>Civic Centre, Burrage Street Wagga Wagga</td>
</tr>
<tr>
<td>Thursday 20 March</td>
<td>Newcastle City Council</td>
<td>Lord Mayor’s Reception Room 309 King Street, Newcastle</td>
</tr>
<tr>
<td>Monday 24 March</td>
<td>Bathurst Regional Council</td>
<td>Entertainment Centre 115 William St, Bathurst</td>
</tr>
<tr>
<td>Tuesday 26 March</td>
<td>Singleton Shire Council</td>
<td>Pyengana High School Gymnasium Mutual Street Pyengana</td>
</tr>
<tr>
<td>Wednesday 26 March</td>
<td>Parramatta City Council</td>
<td>Parramatta Riverside Theatre, Raffles Theatre, Market St Parramatta</td>
</tr>
<tr>
<td>Tuesday 1 April</td>
<td>Tweed Shire Council</td>
<td>Kingscliff Beach Bowls Club Marine Parade Kingscliff</td>
</tr>
<tr>
<td>Thursday 3 April</td>
<td>Tamworth Regional Council</td>
<td>Tamworth Community Centre Heritage Room, Darling Street Tamworth</td>
</tr>
<tr>
<td>Wednesday 6 April</td>
<td>Kiama Municipal Council</td>
<td>Pavilion 2 Bong Bong Street Kiama</td>
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</tbody>
</table>
2 COUNCILLOR HELPDESK PERFORMANCE - January 2014

The following information is provided to Councillors with regard to HelpDesk requests received in January 2014:

<table>
<thead>
<tr>
<th></th>
<th>January</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of requests received by the HelpDesk</td>
<td>141</td>
</tr>
<tr>
<td>Average days taken to provide responses</td>
<td>3 days</td>
</tr>
<tr>
<td>Percentage of requests completed within 5 working days</td>
<td>90%</td>
</tr>
</tbody>
</table>

It is noted that in January 2013, the HelpDesk received 83 requests. When compared to the number of requests made in January this year, this is an increase of 41%.

Contact:
Name: Councillors HelpDesk
Contact No: 9952 8200
3 SYDNEY CLEARWAYS STRATEGY - Keeping Sydney Moving (Lane Cove Road)

On 1 December 2013, the Minister for Roads and Ports announced the *Sydney Clearways Strategy* (ATTACHMENT 1) which outlines how the NSW Government intends to get more out of Sydney roads by introducing new or extended clearways on roads that do not perform to the community's expectations.

The Strategy sets out criteria for identifying potential clearways, a process for engaging with local stakeholders and for providing alternative parking to minimise impacts on local businesses and residents.

As a starting point, the Strategy identifies five (5) priority routes for consultation. There is one within the City of Ryde, being Lane Cove Road (From North Ryde to Macquarie Park).

The Roads and Maritime Services (RMS), on behalf of Transport for NSW (TfNSW), will manage the FULL consultation process. This will include a community consultation survey and a series of Community Information Sessions to be held at St John’s North Ryde Anglican Church Hall which is located at 152 Coxs Road, North Ryde. The time(s) of the sessions (2 off) are as follows:

- Thursday, 20 March from 6pm to 8pm; and
- Saturday, 22 March from 1:30pm to 3:30pm

A location plan has also been provided (ATTACHMENT 2) which defines the survey coverage area. The key change for the City of Ryde is the loss of 36 shopping strip parking spaces along Lane Cove Road to facilitate the proposed CLEARWAY restrictions. Based on initial investigations, the RMS is considering operating the clearway along Lane Cove Road in both directions on:

- Weekdays from 6am to 7pm
- Weekends from 9am to 6pm

Further details of the proposed restrictions are also included in the ‘Community Update’ (ATTACHMENT 3).

It is expected that TfNSW, following community feedback, will provide Council and the community with a copy of the publicly accessible “Community Issues Report”.

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ITEM 3 (continued)

Note: Council may wish to seek a private viewing of this report before it becomes public.

The Community Issues Report will be the scoping document from which RMS will undertake further feasibility and environmental assessments to be then reported publicly for further Community Feedback.

More information is available at:


All enquiries should be directed to the RMS at: clearways@rms.nsw.gov.au

Council’s website has been updated to include the above links under ‘Latest News’.

Contact:

Name: George Dedes
Position: Group Manager – Public Works
Contact No: 9952 8102

1 Sydney Clearway Strategy 'Keeping Sydney Moving' (TfNSW)
2 Lane Cove Road - Distribution Map
3 RMS Community Update - February 2014
Sydney Clearways Strategy
Keeping Sydney Moving

December 2013
ITEM 3 (continued)  ATTACHMENT 1

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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 $1,000 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

Sydney Clearways Strategy
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:

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

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

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

- Deploy targeted investment at congestion pinch points;
- Invests in managed motorway technology to make the network more demand responsive;
- Enhances traveler 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)

Sydney Clearways Strategy
ITEM 3 (continued)

ATTACHMENT 1

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.

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.

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

Sydney Clearways Strategy
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 7600 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 also 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**

<table>
<thead>
<tr>
<th>Type</th>
<th>Customers</th>
<th>Stopping permitted for</th>
<th>Tow Zone</th>
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</thead>
<tbody>
<tr>
<td>Bus Only Lanes</td>
<td>Buses</td>
<td>Buses</td>
<td>✓</td>
</tr>
<tr>
<td>Bus Lanes</td>
<td>Buses</td>
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<tr>
<td></td>
<td>Taxis</td>
<td>Taxis</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Hire cars</td>
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<td></td>
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<tr>
<td></td>
<td>Motorcycles</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Cyclists</td>
<td></td>
<td></td>
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<tr>
<td>Transit Lanes (T2-T3)</td>
<td>Cars &gt; 2/3 people</td>
<td>Buses</td>
<td>✓</td>
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<tr>
<td></td>
<td>Buses</td>
<td>Buses</td>
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<tr>
<td></td>
<td>Taxis</td>
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<td>Cyclists</td>
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<tr>
<td>Uncontrolled</td>
<td>All traffic</td>
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Sydney Clearways Strategy
ITEM 3 (continued)

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.
ITEM 3 (continued)

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.
ITEM 3 (continued)

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Figure 3: Existing Weekday AM Peak Clearways, Transit Lanes and Bus Lanes/Bus Only Lanes
ITEM 3 (continued)

ATTACHMENT 1

Figure 4: Existing Weekday PM Clearways, Transit Lanes and Bus Lanes/Bus Only Lanes
ITEM 3 (continued)

ATTACHMENT 1

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

Existing Clearways
Transit Lane (T2-T3)
Bus Lane/Bus Only Lane
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. 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

Sydney Clearways Strategy
ITEM 3 (continued)

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 multi-storey 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.
ITEM 3 (continued)

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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 10pm and from 3pm or 4pm to 7pm. Clearway times were strictly enforced, often with over 500 vehicles a month towed away.

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

ITEM 3 (continued)

ATTACHMENT 1

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.

Sydney Clearways Strategy
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.

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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.
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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.
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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. These five routes are:

<table>
<thead>
<tr>
<th>Road</th>
<th>Proposed clearway extensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Victoria Road From Iron Cove Bridge to The Crescent, Rozelle</td>
<td>Weekends - daytime (revised from previous proposal)</td>
</tr>
<tr>
<td>2 Lane Cove Road From North Ryde to Macquarie Park</td>
<td>Weekdays and weekends - daytime</td>
</tr>
</tbody>
</table>
| 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 Hurme 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.


Sydney Clearways Strategy
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:
ITEM 3 (continued)

附件

停车框架

提议的框架，为停车附带于清理车道

如果要为一个现有清理车道或新清理车道设置停车位，以下事项将被考虑。

1. 预期的停车位数量将被测量和记录，以量化其他的影响。
2. 主要道路的邻近土地使用类型将被评估，作为当地购物带、商业或其他用途。
3. 当地道路网络，包括清理车道的两侧，将被评估土地使用类型，是否为住宅、商业或其他，以及当前的停车条件是否需要评估，包括任何停车限制。
4. 当地停车设施由当地理事会或其他团体评估，以及是否需要评估，包括停车占用率、导向标志和设施，从主要道路成本、停车和限制来加强清理车道的停车空间。
5. 就清理车道的可容纳性，与当地理事会进行交流，是否应采取措施。
   - 改变停车位安排，通过时间限制来鼓励停车位的周转；
   - 增加标牌和清理车道限制的停车设施；
   - 新的停车设施的需要，作为当地理事会道路网络；
   - 减少社区影响的改变。
6. 如果当地理事会已作出评估，最适当的响应，它可能向道路和海事服务部提交申请，以支持清理车道的改变，现有的停车场或为新的停车场。
7. 道路和海事服务部将执行一些简单的标准以确定是否需把资金分配给这些项目。
Next steps
Investigations will continue into the feasibility of a clearway. A community issues report will be prepared summarising all of the comments we receive. This report will be made available on the Roads and Maritime website.

Timeframes for the project will depend on the ongoing investigations. We will keep the community informed as the project progresses.

Sydney Clearways Strategy – Keeping Sydney Moving
Lane Cove Road – North Ryde to Macquarie Park

The NSW Government is acting to reduce congestion and delays on Sydney’s roads. We know installing and extending clearways on week-ends and weeknights can help reduce congestion in many areas of Sydney by allowing motorists to use alternative traffic lanes.

The Sydney Clearways Strategy identifies Lane Cove Road, from Bridge Road, North Ryde to Fontenoy Road, Macquarie Park, as a priority project for the introduction of a clearway to manage congestion.

Before changes are made, we want your feedback on this proposal.

Roads and Maritime Services understands and appreciates the importance of finding a balance between the reduction of congestion and the needs of road users, local business operators and people accessing services.

To balance the needs of road users and local businesses, we’ve created a $21 million fund to help identify alternative parking. We’d like your comments by Friday 28 March on how clearways can be Better used to reduce congestion on Lane Cove Road while minimising impacts on businesses and the community.

Background
Lane Cove Road is an important urban arterial road. It connects to Concord Road and Homebush Bay Drive south of Parramatta River and to Ryde Road and Mona Vale Road, north of the M2 Motorway. It also provides the primary access route from the south to Macquarie Park as well as access to major east-west roads including Victoria Road, Bickrimal Road, Epping Road and the M2. It is also identified as an important bus route in ‘Sydney’s Bus Future,’ for fast and frequent bus services.

There are no clearways on this critical section of Lane Cove Road between Bridge Road, North Ryde, and Fontenoy Road, Macquarie Park.

Preliminary investigations
Roads and Maritime is considering introducing new clearways on sections of road where:

- Travel speeds are less than 30km/h during peak times
- Directional traffic flow exceeds 600 vehicles per lane per hour during peak times
- The road is an important public transport and/or freight route for moving people and goods
- Alternative public parking close to local businesses can be found.

Early investigations show this section of Lane Cove Road fulfills these criteria. It is estimated this proposal would affect 36 shopping strip parking spaces which are used

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ITEM 3 (continued)

A shopping strip is defined as retail shops accessed from the main road, with no customer parking on the premises.

What is a clearway?
You must not stop or park on a length of road where a clearway sign applies. The drivers of public buses and taxis are permitted to stop when dropping off or picking up passengers. If your vehicle is left on a clearway it will be towed away, usually to a nearby street and fines apply.

What is a clearway strategy?

regularly. The other affected parking spaces (about 265) along the route are rarely used as off street parking and unrestricted parking is available along side streets. Further investigations including analysis of community feedback and additional parking studies will be carried out to assess the best clearway proposal and alternative parking arrangements.

WHAT HOURS OF OPERATION ARE PROPOSED?
Based on initial investigations, Roads and Maritime is considering operating a clearway along Lane Cove Road in both directions on:
• Weekdays from 6am to 7pm
• Weekends from 9am to 6pm.
We welcome your comments on these proposed hours.

INVESTIGATIONS AND COMMUNITY CONSULTATION
Investigations to identify and reduce impacts on the local community including:
• Working collaboratively with City of Ryde Council, including consideration of its planning strategies
• Carrying out parking surveys to determine specific locations where parking is an issue
• Finding alternative parking facilities nearby
• Looking at ways to encourage sustainable and active transport
• Considering pedestrian safety and amenity
• Consulting with the community.

What is a clearway?
4 EXEMPT and COMPLYING DEVELOPMENT - Changes to Legislation taking effect on 22 February 2014

On 22 December 2013, the Minister for Planning and Infrastructure announced amendments to the legislation for Exempt and Complying Development. The changes came into effect on Saturday 22 February 2104.

The changes cover a range of items and area within the legislation. The purpose of this item is to provide Councillors with information on the changes which may have the most noticeable immediate impact for Council. These includes amendments that affect:

- Notification
- Section 149 planning certificates
- Additional information requirements and new Standard Conditions
- Payment of Section 94 contributions and Damage Deposits
- Exempt Signs
- Other changes

Notification

For certain categories of complying development - but most importantly for dwelling-houses and granny flats – a notification period has been introduced. The notification must be provided in writing to the occupier of any residential building adjoining the proposed development site. The notification is required to be carried out by the certifier (which may include Council) at least 14 days before issuing a Complying Development Certificate (CDC). The definition of “adjoining” for the purposes of notification is “within 20 metres” of the property boundaries. The Department of Planning and Infrastructure (DoPI) is proposing to release a template letter before the changes come into effect.

It is important to note that the notification for complying development is FOR INFORMATION ONLY. It does not provide an opportunity to view plans, comment or make a submission on the proposed development. In practical terms, there is nothing to prevent a resident who does object to a proposed complying development from taking whatever steps they see fit to voice concerns about a notified development, including contacting Council staff and Councillors. What the notification process does provide is an opportunity for neighbours to speak to the neighbour who has lodged a CDA to discuss the proposal. However, there is no imperative to amend a proposal if it complies with all the required standards.
ITEM 4 (continued)

Once approved, it is the responsibility of “the person benefitting from a CDC” to provide notice of commencement of work 7 days prior to that taking place. There is no mechanism to confirm that this is carried out or the means by which it is implemented. It is not Council’s responsibility to monitor the process make it happen. It will normally be a condition attached to a CDC.

Section 149 planning certificates

The SEPP has been amended to allow exempt and complying development to take place on lots affected by certain zoning and other land based restrictions as long as the development is not on part of the lot affected by the exemption. For example, where only a portion of a lot is included in a foreshore area or affected by flooding or where a heritage item is defined to be a specific part of a lot, exempt and complying development can still be undertaken on the parts of the site not affected by these and other exclusions.

As a result, Council is now required to identify whether a lot is affected by a land exclusion (such as highlighted), and if so the extent to which the lot is affected. If Council does not have sufficient information to ascertain the extent of the land based exclusion, a statement to this effect must be included in a planning certificate. Further planning certificates are required to include new complying development codes that have been introduced as part of the changes to the SEPP.

These changes require adjustments and updating of procedures for the issuing of planning certificates which are been currently undertaken.

Additional information requirements and new Standard Conditions

Additional information requirements include:

- Proof of easement location (Certificate of Title) where the subject site is affected;
- Building Upgrade report for commercial and industrial building where the new work exceeds 500m². Council is not required to act on any report but must acknowledge receipt of it;
- Certification of the traffic impact by NSW Roads and Maritime Services for lager development on classified roads; and
- Remediation report for contaminated land.

For the most part, these changes affect the preparation, submission and handling of a complying development application and will require adjustment and updating of procedures for any applications that are submitted to Council for certification.
ITEM 4 (continued)

Payment of Section 94 contributions and Damage Deposits

Where a Section 94 contribution is payable, it must be done so by the applicant prior to work commencing. The amendment require the certifier to confirm in writing the amount that is payable. Council is required to provide that confirmation in writing. This has resourcing implications for Council and there is a timing issue as the amount payable may vary between when the advice is given and when the payment is made.

Further under the amendments, damage deposits and other applicable fees and charges need to be paid before work commences. Council is obliged to clearly identify what fees and charges are payable on its website (currently done through the Management Plan). These changes, although having resourcing implications for Council in administering payments and refunds of such deposits, are considered as a welcome and required change as in the past complying development under the SEPP has been undertaken throughout the City of Ryde without the payment of damage deposits with Council having to pursue costly and time consuming, cost recovery action when damage has occurred to Council’s infrastructure.

Exempt Signs / Complying Development Signs

Certain categories of signs are exempt from the need for approval. These include wall signs, fascia signs, under awning signs, top hamper signs and window signs. The exempt criteria limit the number of signs for any building to 6 and for a tenant within building to 3 signs. Any more than that and a Local Development Application is required. Given the proliferation of signs on many existing commercial building, it is expected that this amendment will mainly affect new infill commercial and industrial development.

Some categories of signs will be complying development including projecting wall signs, freestanding pylon signs and directory board signs:

Other changes

- Outdoor Dining: No longer requires a development application for approved uses. It still needs licensing approval from Council and owners consent as the owner of the road.

- Home Business involving Food Preparation: Can be approved as complying development.

- First use of new premises can now be permitted as complying development. For example, a development for a small supermarket within a new mixed use development approved by Council does not require subsequent Council approval. It can be approved as a CDC.
ITEM 4 (continued)

Overall, the amendments to the current exempt and complying development provisions will require Council to review its current procedures and make some changes to respond to them. Councillors should remain aware of the limitations to the action that can be taken in response to any objections received in response to any future notification of a complying development application. The notification is for information only and envisages no role for Council to intervene in discussions between neighbours that subsequently occur.

Contact:
Name: Dominic Johnson
Position: Group Manager - Environment & Planning
Contact No: 9952 8190
5  APPROVAL TO CARRY OUT NIGHT WORKS - Macquarie Shopping Centre Re-Development – Monday, 17 February 2014 to Thursday, 13 March 2014

Approval has been granted to carry out further night works at Macquarie Centre between 7.00pm - 11.00pm on Monday to Thursday nights from Monday, 17 February 2014 to Thursday, 13 March 2013.

The proposed works involve similar low impact works to those carried out in the previous month.

A review of the Noise Monitoring Reports for the previous month indicate that:
- No construction works were carried out after 11.00pm; and
- All evening/night-time noise levels from the construction works were within the approved time limits.

Also, a review of the latest Community Consultation Report indicates that no complaints were received about after-hours work during the past month.

A copy of the approval letter is attached for your information.

Contact:
Name: Dominic Johnson
Position: Group Manager - Environment & Planning
Contact No: 9952 8190
AMP Capital Investors Limited  
ACN 001 777 591  
C/- AMP Capital Shopping Centres  
PO Box 1521  
NORTH RYDE NSW 2113  

Attention: Mr John Gude  

And by e-mail to: John.Gude@ampcapital.com  

14 February 2014  

Our Ref: CRS2011/1153090  

Dear John  

Approval to Carry Out Night Works  
Macquarie Shopping Centre Re-Development  
Local Development Application No. LDA2007/1016  

Reference is made to your application to carry out night works from Monday 17 February 2014 to Thursday 13 March 2014.  

Approval is granted subject to the following conditions:  

1. This approval commences on Monday 17 February 2014 and expires on Thursday 13 March 2014, unless sooner suspended or revoked.  

2. The scope of works are limited to the works listed below and detailed in the Acoustic Report submitted with the application for approval:  
   - Construction of Big W intake plenum in Link Road  
   - Fire spray of steelwork in Link Road  
   - Painting of steelwork in Link Road  
   - Installation of underslung plumbing in Link Road  
   - Installation of mechanical services (fans and electrics) in Link Road  

3. All feasible and reasonable practices must be implemented to control the emission of noise.  

4. The works may be carried out between 7.00pm - 11.00pm on Monday to Thursday nights.
5. The noise level (Leq, 15 minute) from the works must not exceed 62dB(A) at the most noise affected residential premises in the vicinity.

6. All potentially affected residents must be notified of the proposed works at least 48 hours before the works begin.

7. A manned 24 hour telephone contact line must be provided for affected residents to report noise problems.

8. A noise logger must be installed to continuously monitor the noise level at 16 Cottonwood Crescent, North Ryde.

9. A suitably qualified acoustical consultant must be employed to carry out attended noise measurements for each construction activity undertaken, and when complaints are received about the level of noise, to ensure compliance with the noise level limits.

10. Where the noise exceeds the noise level limits, appropriate remedial action must be taken or the work must cease as soon as it is safe to do so.

11. Council must be notified in writing within 24 hours if the noise level limits are exceeded or any noise complaints are received.

12. Weekly noise monitoring reports must be submitted to Council before close of business on the Friday of the following week.

13. The weekly noise monitoring reports must include the following information:
   - The type of monitoring conducted (e.g. routine monitoring of construction activities or following complaints) and a brief statement of the measurement method.
   - The noise limits specified in the approval.
   - A description of the nearest affected residences or, in the case of complaints, a description of the complainant location and complaint.
   - A plan or diagram showing the location of the noise generating works and monitoring locations.
   - A description of the instrumentation used.
   - The name and qualifications of the personnel carrying out the monitoring.
   - The weather conditions during monitoring.
   - The dates, times and durations of monitoring.
ITEM 5 (continued)

ATTACHMENT 1

City of Ryde
AMP Capital Investors Limited
14 February 2014
Page 3 of 3

- A clear description of the construction activities taking place during the monitoring.
- The results of the monitoring at each monitoring location, including a comparison with the relevant noise limits.
- A clear statement outlining the project's compliance or non-compliance with the approval conditions.
- The reasons for any non-compliance and details of any remedial action taken or strategies proposed to minimise the noise.

14. Council may suspend or revoke this approval for failure to comply with the conditions of approval or if significant numbers of complaints are received.

For further enquiries please telephone Mr Craig Redfern on 9952 8273.

Yours sincerely

[Signature]

Dominic Johnson
Group Manager - Environment and Planning
6 SPORTS DEVELOPMENT WORKSHOP

Council, in conjunction with Sport and Recreation NSW, will be running two sports development workshops in March servicing local sporting clubs. These workshops will build the capacity of sporting clubs, and improve the level of service provided to their members. The Running Your Club workshop is being offered as it provides practical and useful information to volunteers involved in club committees. The Child Protection Seminar provides clubs with information on what actions should be undertaken to meet their child protection obligations.

Workshop: Running Your Club

This ‘check-up’ for sporting clubs or associations provides a range of self-assessment tools that will improve the way in which clubs are managed. Participants in the course are also provided with useful resources to assist with their day to day management of their club.

<table>
<thead>
<tr>
<th>When:</th>
<th>Wednesday, 5 March</th>
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</thead>
<tbody>
<tr>
<td>Where:</td>
<td>Marsfield Community Centre, 1A Trafalgar Place, Marsfield</td>
</tr>
<tr>
<td>Time:</td>
<td>6.30pm - 10.00pm</td>
</tr>
<tr>
<td>Cost:</td>
<td>$10 per person</td>
</tr>
</tbody>
</table>

Seminar: Child Protection

This seminar will help sport and recreation organisations with risk management strategies and outline the importance of establishing sound policies and procedures for people working with children.

<table>
<thead>
<tr>
<th>When:</th>
<th>Wednesday, 12 March</th>
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</thead>
<tbody>
<tr>
<td>Where:</td>
<td>Marsfield Community Centre, 1A Trafalgar Place, Marsfield</td>
</tr>
<tr>
<td>Time:</td>
<td>6.00pm - 9.00pm</td>
</tr>
<tr>
<td>Cost:</td>
<td>$10 per person</td>
</tr>
</tbody>
</table>

Contact:

Name: Baharak Sahebekhtiari
Position: Acting Group Manager - Community Life
Contact No: 9952 8310
NORTH RYDE LIBRARY ONE DAY CLOSURE

North Ryde Library will be closed on Union Picnic Day, Friday 14 March. This has been advertised via signage, the Library What’s On, eNewsletter and local paper. Further notices will be displayed on the City of Ryde website and library catalogue.

After-hours return chutes will be available so that people can still return items during the closure. All other library locations will be open on this day.

The library will be operating on a skeleton staff and needs to close one small branch to allow the others to open with sufficient staff to operate safely and effectively. Last year Gladesville Library was closed.

Operations will resume as usual at North Ryde Library on Saturday, 15 March.

Contact:
Name: Baharak Sahebekhtiari
Position: Acting Group Manager - Community Life
Contact No: 8852 8310
INTERNATIONAL WOMEN’S DAY ART PRIZE EXHIBITION 2014 OPENING

Councillors are invited to the opening of the fourth annual International Women’s Day Art Prize Exhibition to celebrate International Women’s day 2014.

Date: Thursday, 6 March 2014
Time: 6pm – 8pm
Venue: See Street Gallery, Sydney Gallery School Meadowbank
RSVP: by 4.00pm Wednesday, 5 March to the Councillor Helpdesk

The exhibition features 104 works from a range of professional and amateur artists in the community. The exhibition responds to themes surrounding women, including the 2014 International Women’s Day local theme of “Selfless Acts”, which was selected by the Status of Women Advisory Committee.

The exhibition will be officially opened by The Mayor, Councillor Roy Maggio and by the guest speaker Victor Dominello, Member for Ryde and Minister for Citizenship and Communities, and Minister for Aboriginal Affairs.

Exhibition prize winners will be announced at the opening.

Contact:
Name: Baharak Sahebekhtiari
Position: Acting Group Manager - Community Life
Contact No: 9952 8310
CINEMA IN THE PARK

The City of Ryde hosts an annual Cinema in the Park event featuring free screenings in different locations around the City of Ryde. Bring your picnic rug or low chair and find a spot on the grass! Movies start at approximately 8.00pm (sundown).

All movies feature English subtitles for the deaf and hearing impaired.

This event is sponsored by Macquarie University, News Local - Northern District Times and Event Cinemas Top Ryde and Macquarie.

- **Friday, 7 March – The Wolverine (M)**
  Lakeside Lawn, Gymnasium Road, Macquarie University

- **Saturday, 8 March – Monsters University (G)**
  Yamble Reserve, Quarry Road, Ryde

- **Friday, 14 March – Despicable Me 2 (PG)**
  Morrison Bay Park, Frances Road, Putney
  *This night will include children’s rides*

- **Saturday, 15 March – Man of Steel (M)**
  Eastwood Plaza, Rowe Street, Eastwood


Contact:

Name: Baharak Sahebekhtiari
Position: Acting Group Manager - Community Life
Contact No: 9952 8310