

The overall estimated cost of traffic congestion to Sydney residents is estimated to be \$5.1 billion each year.

Sydney's population is expected to increase from 4.6 million to 6 million people over the next 20 years so congestion costs will continue to rise.

The Sydney Clearways Strategy is designed to help optimise the current clearways network and use objective analysis to identify new clearways to help cut congestion on our growing road network.

Objective criteria are also used to identify roads for potential clearways:

- Traffic flows exceed 800 vehicles per hour
- Travel speeds are 30 km/h or below during peak periods
- The road is identified as a strategic transport corridor for public transport and/or freight
- Alternative parking for local businesses can be found, taking into account the quantity and use of parking removed

Community feedback will also help to identify possible clearways.

The NSW Government has established a \$21 million fund to assist local councils with alternative parking solutions.

By using the strategy, priority clearway sites have already been identified and consultation has already commenced on the Victoria Road, Rozelle project and community consultation is progressing in 2013/2014 for the following sites:

- Lane Cove Road – from North Ryde to Macquarie Park
- Mona Vale Road – from Pacific Highway, West Pymble to St Ives
- King Georges Road – from South West Motorway (M5) to Hume Highway Greenacre
- Princes Highway – from President Avenue, Kirrawee to King Georges Road, Blakehurst

The Clearways Strategy only applies to state roads and not to council roads.

The strategy forms part of a suite of initiatives the NSW Government is using to cut congestion in the short and long-term which includes Pinch Point projects, Motorcycle Response Teams and the introduction of double decker buses.