

#### **4.9 Proposed Extension of Clearways – June 2009 Update**

---

File: F09/301  
Responsible Officer: Manager Strategic Transport

##### **Introduction**

1. The purpose of this report is to provide a further update to Council on discussions with VicRoads officers, and data collection and analysis undertaken by Council officers with regard to the proposed Clearway changes, as announced by Minister Pallas in late March 2009. This report needs to be read in conjunction with other material previously provided to Council.
2. The attached map shows the location of clearways in Yarra; and the attached chart shows the existing clearways periods within Yarra.

##### **Background**

3. VicRoads recently announced that am (or inbound) clearways would be extended to 6:30 am till 10:00 am; and that pm (or outbound) clearways would be extended to 3:00pm to 7pm within 100 metres of a signalised intersection, and from 4:00 pm to 7:00 pm between these zones.
4. Previously Council has resolved to authorise the Mayor and CEO to continue to pursue action regarding the matter of Clearways as previously agreed and that any further substantial developments be reported back to the Council for consideration. It is also noted that Yarra Council and Stonnington Council are working in collaboration on the clearways topic.
5. A recent meeting has been held between VicRoads officers and Council officers regarding the specific parking space impacts which will arise if the 100m approach and departure zones are rigidly adopted. Detailed discussions at this point in time have covered Bridge Road, Swan Street and Victoria Street. VicRoads officers were advised that traders in other locations in the north of the City have also expressed concern over the potential impacts of the new Clearways time periods.
6. VicRoads officers have now indicated that the implementation of the 100m signalised intersection approach and departure clearways zones will be subject to a street by street inspection. A start up meeting for that discussion occurred some 10 days ago and further meetings are scheduled to follow up on this proposition. It is noted that the presence of laneways, driveways, tram stops etc will partly influence the exact length of the clearway at each location.
7. VicRoads officers have advised, however, that it is still VicRoads desire to have a consistent approach implemented across all clearway locations as a matter of fairness, and that they will not consider “special case” exemptions or trade-offs.

##### **Issues**

8. It remains unclear to Council officers what the specific intent of the clearway proposal by VicRoads is to achieve. The response from Government and its officials broadly has been ‘to move people’ and improve movement of all forms

of transport. Council officers have repeatedly requested the specific intent or outcomes sought and in particular provision of information / research that VicRoads and the State Government have to warrant or underpin such an approach. This has not been forthcoming.

9. Council officers have recently undertaken a sample parking bay occupancy survey along Bridge Road, Swan Street and Victoria Street between 3 pm and 4pm in the major retail shopping precincts, typically between the Hoddle Street and Church Street. Data from this survey has identified that while parking spaces located within the proposed 3-4pm clearway zones are used, that other parking spaces are available in the outbound zone which will remain available for shoppers during this time. Some early analysis has been provided to Councillors in briefing.
10. It is noted that while the data is based on observations on one afternoon only in each precinct, it is considered that this provides a typical snap shot of shopping activities in the precincts – that is, the conditions were fine on each day of the survey and it was not in a holiday period. They were undertaken between Wednesday 29<sup>th</sup> April and Friday 1<sup>st</sup> May 2009.
11. It is also noted that Council has also been seeking Freedom of Information (Fol) material from VicRoads with some limited success. A formal internal review was sought and some additional material has been provided and other documents denied. Council has until 6 July to lodge an appeal to VCAT if it chooses to formally challenge the Fol position of VicRoads.

## **Discussion**

11. Based on the limited survey it could be said that, depending on the clearway distance from signalised intersections, that the number of spaces in the street may remain sufficient for customers to the shopping centre. This is a key aspect of the discussions that are currently being held with VicRoads staff.
12. Council officers are analysing whether a reduction to the 100 m approach/departure zone would assist in meeting observed shopper demand. This requires further assessment but it would appear that with a street by street approach a position could be likely to be found that may be acceptable to the traders and the Council.
13. It is noted that traders would argue that sufficient parking capacity is necessary to assist impulse shopping activity and vibrancy in the centres.

## **Conclusion**

14. It would seem that VicRoads is now offering a street by street analysis which is what Council has been urging. In this manner, the different requirements of the trader groups can at least be reasonably considered.
15. VicRoads, however, is stating that it still requires consistency across all areas within the 10 km radius of the CAD. The opportunity to hold discussions regarding clearways on a street by street analysis will be able to more readily ascertain what is more likely to be possible than the previous approaches by VicRoads.

16. Any further discussions between the time of reporting and the Committee meeting will be reported verbally. Further, it is anticipated that a supplementary report will be necessary leading up to the full Council meeting in June 2009.
17. Council needs to consider the current state of play and continue to receive updates from officers up to the time of the Council meeting, and in part, determine whether it wishes to lodge papers at VCAT regarding the Fol matters.

#### **RECOMMENDATION**

18. That the officer report on the matter of Clearways be received and noted.
19. That Council receive a supplementary report at its meeting on 16 June 2008 as part of its deliberations regarding the matter of Clearways with a view of providing officers directions regarding future actions.

**CONTACT OFFICER:** Jane Waldock  
**TITLE:** Manager Strategic Transport  
**TEL:** 9205 5733

### Attachment 1 – Current Clearway times

Street	Location	AM Hours	Location	PM Hours
Swan St	Full length south side	7am – 9.15am	Nth side	4.30 – 6.30 pm
Bridge Rd	Full length south side	7am – 9.15am	Nth side	4.30 – 6.30 pm
Hoddle St East side	Full length	6.30am – 9.30am		3.30 – 6.30 pm
Hoddle St West side	Eastern Fwy to Queens Pde	6.30am – 10am		
Johnston St	Full length south side	6.30am – 9.30am	Nth Side	4.30 – 6.30 pm
St.Georges Rd	Merri Creek to Alfred Cres	7.30am – 9am	West Side	4.30 – 6.30 pm
Brunswick St	Freeman St to Alexandra Pde	7.30am – 9am	West Side	4.30 – 6.30 pm
Heidelberg Rd	Darebin Creek to Merri Creek	6.30am – 9.30am	Queens Pde – Merri Creek	3.30 – 6.30 pm
Heidelberg Rd	Merri Creek to The Esplanade	6.30am – 10am		3.30 – 6.30 pm
Heidelberg Rd	Service Rd to Queens Pde	6.30am – 9.30am		3.30 – 6.30 pm
Queen Pde	Heidelberg Rd to George St	6.30am – 9.30am		3.30 – 6.30 pm

# CITY OF YARRA - CLEARWAYS

