



Willoughby City Council

## **AGENDA**

# **TRAFFIC COMMITTEE MEETING NO 1**

**23 February 2023**

Notice of Traffic Committee Meeting  
to be held in the Banksia Room  
Willoughby City Council  
Level 6, 31 Victor Street, Chatswood  
AND Microsoft Teams  
commencing 9:30am



# WILLOUGHBY CITY COUNCIL TRAFFIC COMMITTEE

The following information is provided so that you may be aware of the structure and operation of the Willoughby City Traffic Committee.

The Willoughby Traffic Committee is a Technical Committee of Willoughby City Council mandated by Transport for NSW.

Council has been delegated certain powers, from Transport for NSW, with regard to traffic matters upon its Regional and Local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, *each of whom has a single vote only.*

- The members are the **NSW Police Service, Transport for NSW (TfNSW), the Local State Member of Parliament (for the location of the issue to be voted upon), and Willoughby City Council.**
- Willoughby City Council operates its Traffic Committee such that the single Council vote, upon any issue is held by the Chair of the Meeting.
- Generally the Traffic Committee meetings are chaired by a staff member of Council's Traffic and Transport Team.
- Willoughby City Council allows the public to attend and speak at its Traffic Committee on issues of concern for a maximum of five minutes.
- If either the NSW Police or TfNSW representative on the Traffic Committee disagrees with any Traffic Committee recommendation, or Council resolution on any Traffic Committee recommendation, that member may lodge an appeal with the Sydney Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of Council's resolution. Any action relative to any issue under appeal must cease until the matter is determined.
- The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.
- Information is available on Council's website use the below link:  
[Traffic Committee | Willoughby City Council \(nsw.gov.au\)](https://www.willoughby.nsw.gov.au/traffic-committee)

# ACKNOWLEDGEMENT OF COUNTRY

On behalf of Willoughby City Council, I wish to acknowledge the traditional inhabitants of the land on which we stand, the Aboriginal people, their spirits and ancestors. We acknowledge the vital contribution that indigenous people and cultures have made and still make to the nation we share, Australia.

## MEETING PROTOCOLS

### **MOBILE TELEPHONES**

Please ensure all mobile phones are turned off.

### **RECORDING OF THE MEETING**

Mobile phones or any other recording device are not to be used to record any part of a meeting.

### **GUIDELINES FOR SPEAKERS**

When addressing the committee, please remember to be courteous.

Comments made by participants in any Council meeting, which are derogatory or damaging to any person's character or reputation, including any Councillor, employee of the Council, or member of the public, may be defamatory and may subject the participant to an action for defamation and expulsion from the meeting.

Comments made during the course of a meeting are not protected by the defence of absolute privilege under the *Defamation Act 2005*, and may not attract any other defences available under that Act of the common law.

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## 1 PRESENT

### Voting members present:

Transport for NSW  
NSW Police  
Willoughby City Council  
Local State MP's Representative

### Other representatives:

Busways  
Willoughby City Council

### Councillors present:

Councillor - Willoughby City Council

### Members of the public:

Willoughby Federation of Progress Associations  
Resident(s)

## 2 APOLOGIES

## 3 DISCLOSURES OF INTERESTS

Refer: Willoughby City Council Code of Conduct 2019  
[Willoughby City Council Code of Conduct 2019](#)

## 4 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION

*That the Minutes of the Ordinary Meeting of the Local Traffic Committee held 24 October 2022, copies of which have been circulated to each member of the Local Traffic Committee, be confirmed.*

#### **4.1 COUNCIL ADOPTION OF THE LOCAL TRAFFIC COMMITTEE MINUTES**

**That the Resolution of the Ordinary Meeting of Council held 28 November 2022 provided below, be noted.**

#### **TRAFFIC COMMITTEE RECOMMENDATION**

**That the information be received and noted.**

ORDINARY COUNCIL MEETING

28 NOVEMBER 2022

**12.16 MINUTES - TRAFFIC COMMITTEE MEETING HELD ON 24 OCTOBER 2022**

<b>ATTACHMENTS:</b>	<b>1. IMPLICATIONS</b> <b>2. TRAFFIC COMMITTEE MINUTES OF 24 OCTOBER 2022</b> <b>(2 INCLUDED IN ATTACHMENT BOOKLET 2)</b>
<b>RESPONSIBLE OFFICER:</b>	<b>HUGH PHEMISTER - PLANNING &amp; INFRASTRUCTURE DIRECTOR</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY – TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY</b> <b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b> <b>5.1 – BE HONEST, TRANSPARENT AND ACCOUNTABLE IN ALL THAT WE DO</b>
<b>MEETING DATE:</b>	<b>28 NOVEMBER 2022</b>

**1. PURPOSE OF REPORT**

To advise Council of the outcome of the Traffic Committee Meeting held on 24 October 2022.

**2. OFFICER'S RECOMMENDATION**

That Council receive and adopt the recommendations, excluding Item 5.1, arising from the Traffic Committee Meeting held on 24 October 2022.

**3. BACKGROUND**

The Traffic Committee (the Committee) is a technical committee of Council which comprises NSW Police, TfNSW, Council and the local State Members of Lane Cove and Willoughby as voting representatives. Council may exercise its traffic control and management functions only after consideration by the Traffic Committee.

The Committee met on 24 October 2022 and considered 5 formal items, there were no late items, and no informal items, and one general business matter.

The reports relating to each item in the minutes can be viewed in the Traffic Committee agenda papers on Council's website at [Willoughby City Council - Traffic Committee](#). The agenda papers include the background and motivation for each item and the community consultation timing and outcomes.

The voting members of the Committee have reviewed and accepted the Minutes (**Attachment 2**).

ORDINARY COUNCIL MEETING

28 NOVEMBER 2022

#### 4. DISCUSSION

The attention of Councillors is drawn to the following matters which were discussed:

##### **Item 5.1 - Edward Street, Willoughby - Pedestrian, Bicycle and Traffic Calming Improvement Plan**

Community feedback on the Pedestrian, Bicycle and Traffic Calming Improvement Plan (Plan) continued following the Traffic Committee Meeting on 24 October 2022.

In response, it has been determined to not proceed with the Plan at this time. New options will be investigated for Edward Street. Following assessment of the options, a decision will be made whether to proceed with the Plan as is, modified or not at all. A new proposal may also replace the Plan. Stakeholder and community engagement will be undertaken on any new proposal in Edward Street.

It is recommended that a decision on item 5.1 Pedestrian, Bicycle and Traffic Calming Improvement Plan be deferred.

**It is recommended that Council adopt the Traffic Committee recommendations, excluding item 5.1.**

#### 5. CONCLUSION

The Minutes do not bind Council to any additional resource commitment. It is recommended that Council adopt the recommendations of the Traffic Committee.



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## 5 FORMAL ITEMS FOR CONSIDERATION

### 5.1 BELLAMBI ST NORTHBRIDGE (TEMPORARY ROAD CLOSURE) - EXTENSION OF ROAD CLOSURE PERIOD

<b>ATTACHMENTS:</b>	<b>NIL</b>
<b>WARD:</b>	<b>SAILORS BAY WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>DANIEL SUI – TRAFFIC &amp; TRANSPORT ACTING TEAM LEADER</b>
<b>AUTHOR:</b>	<b>JOHN ELLIOTT – ECONOMIC DEVELOPMENT MANAGER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>3.6 – ACTIVATE LOCAL SPACES IN CREATIVE WAYS 4.6 – FACILITATE THE VIABILITY AND VIBRANCY OF OUR VILLAGE CENTRES</b>
<b>MEETING DATE:</b>	<b>23 FEBRUARY 2023</b>

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#### 1. PURPOSE OF REPORT

To seek approval for an extension of an additional six-months to the closure of Bellambi Street at its junction with Sailors Bay Road, Northbridge. It is currently closed as a trial to establish a local public space in the heart of the business centre that will become a focal space for events and community activities, provide a community gathering area and add additional outdoor dining space.

#### 2. OFFICER'S RECOMMENDATION

That Council:

- **Approve the extension of the closure of Bellambi Street at its junction with Sailors Bay Road, Northbridge for an additional six months from 28 March 2023, to enable community consultation and reporting back to the Traffic Committee.**

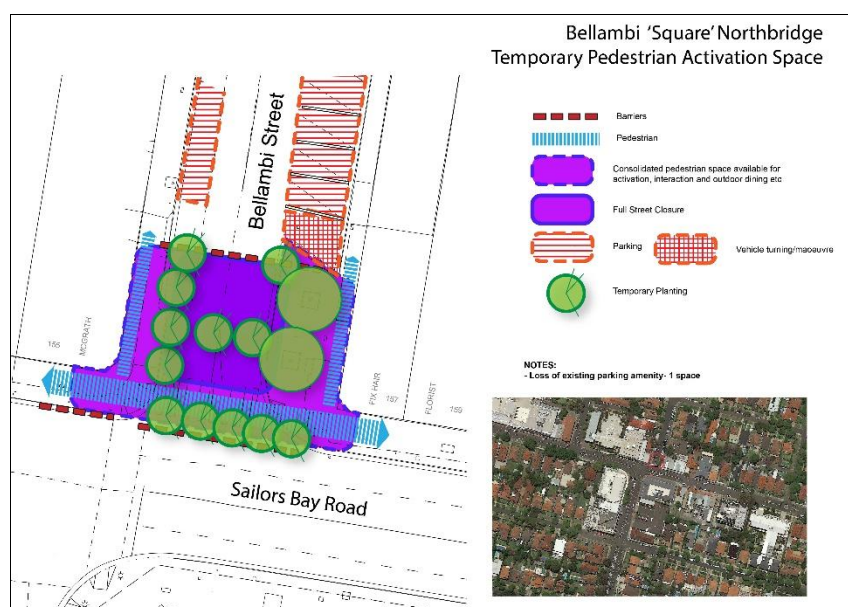
#### 3. BACKGROUND

The Local Centres Strategy adopted by Council on 9 December 2019, and the Northbridge Public Domain Masterplan approved by Council on 12 April 2021 include the future proposal to permanently close Bellambi Street at its junction with Sailors Bay Road, Northbridge to create a new local public space.

Through the NSW Government 'Streets as Shared Spaces' grant program, a successful application was made for funding to enable a six-month temporary closure of Bellambi Street to trial the proposal.

The Traffic Committee at its 4 July 2022 meeting approved the trial closure, which commenced in November 2022 and is due to end on 28 March 2023.

The location of the changes in Bellambi Street, Northbridge are shown on Figure 1 below.



**Figure 1: Locality Plan**

#### 4. DISCUSSION

In preparing the Local Centres Strategy, community and stakeholder consultation was undertaken including a co-design workshop that showed significant support for the closure of Bellambi Street to enable a new public space to be created for Northbridge. This proposal was included in the Strategy that was approved by Council on 9 December 2019. Further community consultation undertaken in developing the Northbridge Public Domain Masterplan reiterated support for the closure of Bellambi with this proposal included in the final version approved by Council on 12 April 2021.

As part of the preparation of the Northbridge Public Domain Masterplan, a Public Domain & Streetscape Upgrades Traffic and Parking Review was undertaken. The Review included an assessment of the impact on traffic as a result of the closure of Bellambi Street. It concluded the closure of Bellambi Street would provide significant benefits to pedestrian safety and amenity associated with the movement along Sailors Bay Road, and the displaced traffic onto Eureka Street is not expected to have a significant impact on both the amenity and road network efficiency.

In October 2021, the NSW Government announced a second round of funding under its 'Streets as Shared Spaces' program with grants of up to \$500,000 available for Councils to deliver trials to test permanent changes that strengthen the amenity, accessibility and economic vitality of a high street and surrounding area, taking a place-based approach.

Initial consultation with local businesses and community stakeholder organisations supported Council in submitting an application to the 'Streets as Shared Spaces' program for

funding to trial a temporary closure of Bellambi Street to create a new public space in Northbridge. Letters of support were received and submitted as part of the application.

In March 2022 the NSW Government confirmed that Council was one of the projects to receive funding in the sum of \$442,200.

Following detailed engagement with the local community in April and May 2022, the Traffic Committee approved the closure of Bellambi Street to create the Bellambi Street Square for a six-month period from September 2022 until 28 March 2023.

The creation of the Bellambi Street Square was undertaken in October 2022 with the Square open to the public in November 2022. The Square has been used by a number of local businesses and community events organised and curated by the Northbridge Progress Association.

The project has generated considerable interest in Northbridge, and to ensure an extensive community consultation can be undertaken at a time outside of the Christmas and New Year period, it is proposed to undertake consultation in February and March 2023 to gauge the local communities desire for a retention of the trial closure on a permanent basis.

It is envisaged that the consultation will be reported to a future Traffic Committee meeting, should the community support the permanent closure of Bellambi Street. For this consultation process to occur, an extension to the closure is sought.

## **5. CONCLUSION**

It requested the Traffic Committee support a six month extension from 28 March 2023 for the temporary close of Bellambi Street at its junction with Sailors Bay Road, Northbridge. This will enable a full community consultation process to be undertaken along with pedestrian and traffic surveys to ascertain the communities desire for a permanent closure of Bellambi Street.

## 5.2 NAREMBURN LOCAL CENTRE TRAFFIC AND PARKING MANAGEMENT PLAN

<b>ATTACHMENTS:</b>	<b>1. ENGAGEMENT OUTCOMES REPORT – NAREMBURN 2022 COMMUNITY CONSULTATION 2. TRAFFIC REPORT 3. NAREMBURN LOCAL CENTRE STREETScape UPGRADE CONCEPT PACKAGE 4. WILLOUGHBY LOCAL CENTRES STRATEGY 2023 5. NAREMBURN LOCAL CENTRE PARKING AND VEHICLE CIRCULATION PLAN</b>
<b>WARD:</b>	<b>NAREMBURN WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>DANIEL SUI – TRAFFIC AND TRANSPORT ACTING TEAM LEADER</b>
<b>AUTHOR:</b>	<b>THOMAS GOUGH – SENIOR PROJECT MANAGER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY  2.4 – REDUCE PARKING AND TRAFFIC CONGESTION  3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>23 FEBRUARY 2023</b>

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### 1. PURPOSE OF REPORT

To seek approval for the implementation of the proposed Naremburn Local Centre Parking and Vehicle Circulation Plan, subject to TfNSW approval of the Traffic Management Plan (TMP) for the traffic conversion of Quiamong Street to one-way.

### 2. OFFICER'S RECOMMENDATION

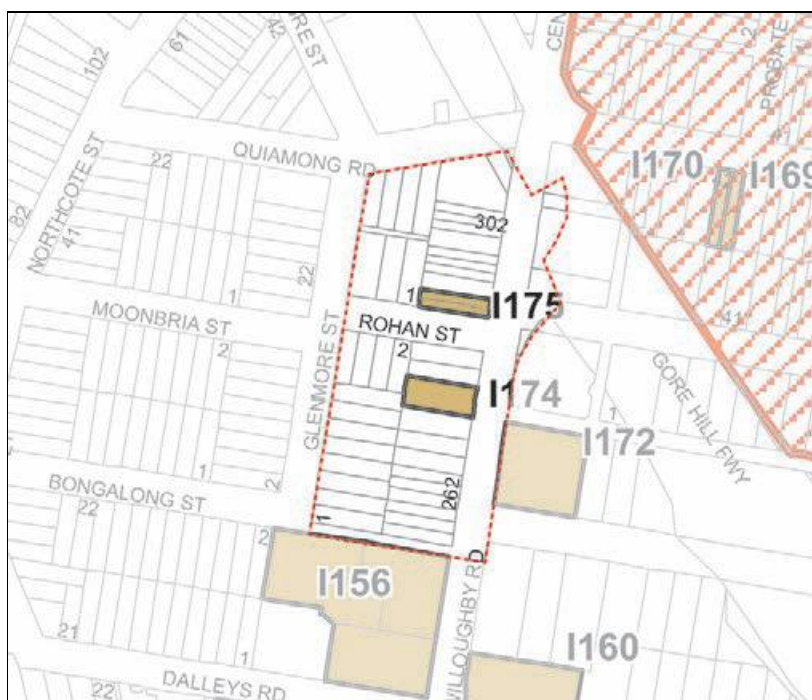
**That Council:**

**Approve the proposed Naremburn Local Centre Parking and Vehicle Circulation Plan, subject to TfNSW approval of the Traffic Management Plan (TMP) for the traffic conversion of Quiamong Street to one-way.**

### 3. BACKGROUND

As part of the Local Centre Strategy 2023 a Public Domain Masterplan for the Naremburn Local Centre (Master Plan) has been developed to guide development of:

Willoughby Road between Gore hill off ramp intersection and Merrenburn Avenue.  
Rohan Street between Glenmore St and Willoughby Road.  
Quiamong Street from Willoughby Road Carpark entrance to Glenmore Street.  
The Geographical extent of the Masterplan is provided in the locality plan below.



**Locality Plan: Public Domain Masterplan for Naremburn Local Centre**

A range of public domain objectives have been agreed as part of this Local Centre Strategy 2023, including:

- Provide new public space and public domain improvements
- Relocate car parking to create improved public plaza on Willoughby Road
- Maintain and improve service access and parking.

A copy of the Willoughby Local Centres Strategy 2023 is provided in **Attachment 4**.

Traffic and parking related actions to support the objectives comprise of: improvement and increase public plaza area, traffic circulation changes to improve overall pedestrian access and safety and Improve overall cycling access and safety in and around the Centre. The intent of the actions and supporting initiatives are outlined in Figure 1 below.

Figure 1: Proposed improvement actions

Action	How
<b>Parking</b>	
Improve & Increase Public Plaza Area	Relocate two parking spaces from Quiamong St carpark to improve and increase public domain area Use of angled parking along Rohan street provides for loss of parking in Quiamong St carpark. Eleven (11) 45-degree car parking spaces along southern edge of Rohan Street provide four (4) additional spots, net plus of two (2) spots for the design area.
<b>Traffic Circulation Changes</b>	
Improve overall pedestrian access and safety	Improve traffic circulation efficiency and reduce congestion at the Willoughby Road access by removing vehicles departing the Car Park onto Willoughby Road by way of one – way through Quiamong Street. Improve pedestrian safety in and around the Local Centre by slowing entering traffic through reduced pedestrian crossing widths and crossing line marking.

	<p>Improve pedestrian safety by removing vehicle and pedestrian conflict by prohibiting vehicle 'exit' movement onto Willoughby Road at key pedestrian crossing.</p> <p>Generally, reduce vehicle and pedestrian conflicts within the carpark by converting it to one-way northbound only.</p> <p>Maintain a low-speed environment along Quiamong Street by reducing the overall trafficable lane width.</p> <p>Maintain a low-speed environment along the whole of Rohan Street by reducing the overall trafficable lane width with angled parking.</p> <p>Widen and separate paths from busy roads</p> <p>Improve sight lines</p>
Improve overall cycling access and safety in and around the Centre	Improve cycling safety in and around the Local Centre with separated contraflow southbound cycle lane, removing cyclist and vehicle conflict.

#### 4. DISCUSSION

Two public domain concept proposals were prepared and are provided within Naremburn Local Centre Streetscape Upgrade Concept Package **Attachment 3**. A traffic study of the area was developed to look at various options to address the above traffic and parking related initiatives. From the various options within the traffic study, one parking and traffic circulation plan was put to the community for feedback. A copy of the Traffic report is provided in **Attachment 2** and the Naremburn Local Centre Parking and Vehicle Circulation Plan is at **Attachment 5**.

All traffic using the Willoughby Road slip lane to enter the existing car park must turn right, and therefore can only park along the east-west aligned section of Quiamong Street near Glenmore Street, or elsewhere, on the local on-street parking network. The volume of vehicles using this slip lane is small at a maximum of 11 vehicles per hour and so this is expected to have little impact on customer amenity.

Relocation of parking from Quiamong Street Carpark to include in 45-degree parking along southern side of Rohan Street will allow improvement and increase to public domain space. This will also aid existing traffic calming measures on Rohan Street by encouraging low speed environment along the whole of Rohan St through narrowing of the road carriageway. The change would require replacing seven car spaces and three motorcycle spaces with 11 car spaces. Four dedicated motorcycle/ scooter spaces in place of the three removed are allowed for within this line marking arrangement in **Attachment 5**.

Changes to existing traffic circulation will improve pedestrian and cycle access and amenity to the local centre. This will be achieved by improved circulation efficiency and reduction of congestion, removal of cycle and vehicle conflicts and narrowed pedestrian crossings. Public transport facilities will not be impacted in any way.

Community consultation on the Naremburn Local Centre Streetscape Upgrade took place from 30 November to 23 December 2022. Council officers promoted the opportunity to participate through information flyers distributed to local residents, an information flyer placed in the Naremburn noticeboard at the Local Centre and Naremburn Library, email to subscribers list and social media. Direct contact was made with the Naremburn Progress Association and the Naremburn Chamber of Commerce to distribute information to their members and their distribution channels. Feedback was collected by a presentation at the Naremburn Library on the 30 November 2022 and Street Stall on 1 December 2022. During these events Council officers presented plans, answered questions, provided hard copy

materials to mark-up and directed community to Have Your Say website for further feedback to be provided.

The community were asked to provide their three (3) most supported elements and three (3) least supported elements as well as comment on what they thought was missing from the scheme.

Overall, respondents were in support of the main focus of the concept designs presented. Responses generally indicate a high level of satisfaction in the community with the proposal. Especially given the level of extensive consultation with the community over a number of years in particular this project.

Generally, it is noted there was a lack of negative commentary especially with 30% of respondents not identifying any least supported elements. Comments received suggesting changes would often refer to minor changes to improve the existing elements included within the concept design proposals.

Figure 2 below summaries relevant to parking and traffic circulation changes and the community response.

Figure 2: Summary of responses

Parking and Traffic Initiatives	Stakeholder & Community Feedback
Parking	<p>Overall sentiment regarding parking changes in the car park in front of the shops was mixed with 12% of the respondents supportive of additional parking in Rohan Street through the use of angled parking, 78% neutral and 10% of respondents who did not support this option.</p> <p><b>For: 12%</b>  <b>Neutral: 78%</b>  <b>Against: 10%</b></p> <p>Repurposing of the two car parking spots to provide additional pedestrian space was identified as supported by 12% of respondents, 74% neutral and 14% that least supported the proposal.</p> <p>*It is noted that there was a relatively low level of listing these proposals in the responses given they allow minimising traffic, increasing public space and providing higher pedestrian safety which were all identified amongst the highest three proposals that were the most supported elements of the design.</p> <p><b>For: 12%</b>  <b>Neutral: 74%</b>  <b>Against: 14%</b></p> <p><b>Concerns raised:</b>  <b>Angled parking would disturb residential houses along Rohan Street.</b>                      In response to this feedback revising of angled parking is proposed to be rear to kerb mitigating head lights shining up into housing. Lighting from brakes lights would be considered only minor and existing boundary walls, vegetation and height clearance from</p>



	<p>street to house windows further assist in diffusing emitted light.</p> <p><b>Reversing into speeding traffic as drivers race to get over the speed bump so they do not have to give way to oncoming traffic.</b></p> <p>The traffic calming device (narrowed speed hump midway down Rohan) is aimed at slowing traffic down to increase safety for the area. The addition of angled parking either side of the narrowed speed hump, through narrowing of the road carriageway, will aid existing measures to encourage and maintain a low speed environment along the whole of Rohan Street</p>
<p>Minimise traffic movement to one way through the car park with zebra crossing across narrowed entrance to slow traffic entering, to improve pedestrian and motorist safety</p>	<p>Changes to the traffic circulation by the implementation of a one-way system to improve pedestrian safety were highlighted by 36% of the respondents as one of their three top elements, 56% neutral with 8% saying this was one of their least supported elements. This indicates overall support for this initiative.</p> <p><b>For: 36%</b> <b>Neutral: 56%</b> <b>Against: 8%</b></p> <p><b>Concerns raised:</b> <b>Impact of traffic redirected to surrounding streets.</b></p> <p>Vehicles previously departing the Car Park via Willoughby Road would be required to use Quiamong Street, Glenmore Street, and Rohan Street as an alternative route to Willoughby Road. This is a relatively short detour of approximately 350 metres which should take less than one (1) minute of travel time and is considered only minor inconvenience.</p> <p>Vehicular traffic along Quiamong Street, Glenmore Street, and Rohan Street will increase slightly because of the above detour. The maximum hourly traffic volume currently departing the Car Park via the Willoughby Road access is 45 vehicles, recorded on Saturday at 10:45-11:45, or one (1) vehicle every 80 seconds. This increase in vehicular traffic will result in more vehicles using the newly provided pedestrian crossing facility across Rohan Street at Willoughby Road; however, the presence of “Keep Clear” road markings on Willoughby Road should ensure any increased queuing on Rohan Street and across the pedestrian crossing point is mitigated.</p> <p><b>Exit only from car park onto Willoughby Road</b></p> <p>There is an existing limitation on right turns from the car park and a left turn provides less than one car length before the traffic lights. The single one-way proposal into the car park will enhance vehicle and pedestrian safety within the car park and along Willoughby Road.</p>
<p>One way Northbound circulation through Quiamong Street and Carpark with separated south bound cycle lane</p>	<p>The support for a separated south bound bike lane to improve cycling safety was almost as equally supported as not supported, with 18% supporting a new separated south bound bike lane on Quiamong Street, 68% neutral and 14% least supportive of a separated bike lane.</p> <p><b>For: 18%</b> <b>Neutral: 68%</b></p>

	<p><b>Against: 14%</b></p> <p><b>Concerns raised:</b> Nil</p>
<p>Safer entry points and movement for pedestrians</p>	<p>8.1% of feedback indicated this was one of their most supported elements 80% neutral, with 2% noting it as their least supported element.</p> <p><b>For: 18%</b> <b>Neutral: 80%</b> <b>Against: 2%</b></p> <p><b>Concerns raised:</b> Nil</p>
<p>Widen pinch points and separate paths from busy roads</p>	<p>The creation of a barrier to Willoughby Road through the installation of a retaining wall was identified by 20% as a key element, with 10% highlighting the installation of a barrier as something they least supported. Concerns were raised around ensuring public safety, reducing noise and creating a sense of separation from Willoughby Road which the barrier would establish.</p> <p><b>For: 20%</b> <b>Neutral: 70%</b> <b>Against: 10%</b></p> <p><b>Concerns raised:</b> Nil</p>

All comments and feedback will be considered and analysed when developing the detailed designs. An information session will be held with the community at 50% detailed design documentation. A copy of the Engagement Outcomes Report – Naremburn 2022 Community Consultation is provided in **Attachment 1**.

It is expected works will be completed in the 2023/24 financial year, subject to approvals.

## 5. CONCLUSION

The Naremburn local centre streetscape upgrade initiatives will promote greater levels of walking and cycling to support the local economy, increase amenity, overall safety and accessibility to this local centre.

Stakeholder and community consultation indicates support for the proposed parking and traffic circulation changes. The design will be further refined through design development process. Further engagement with the community is planned at 50% design development.

It is recommended that the Traffic Committee support the proposed parking and traffic circulation changes in the proposed Naremburn Local Centre Parking and Vehicle Circulation Plan (**Attachment 5**), subject to TfNSW approval of the Traffic Management Plan (TMP) for the traffic conversion of Quiamong Street to one-way.

# Engagement Outcomes Report and Response to Comments

## Naremburn Local Centre Streetscape Upgrade Concept Designs

February 2023

## Executive summary

Between November 2022 and December 2022, Willoughby City Council sought feedback on two Naremburn Local Centre Streetscape Upgrade concept designs.

The Naremburn community were advised of the consultation through the following modes:

- The Council's Community Liaison Officer advised local businesses in person
- 1,126 information flyers were distributed to local residents
- An information flyer was placed in the Naremburn noticeboard at the Local Centre
- An information flyer was placed in the Naremburn Library noticeboard
- An email attaching the flyer was sent to subscribers who have previously indicated interest in being kept informed of progress of the Upgrade
- Key stakeholders were contacted directly, including, The Naremburn Progress Association and the Naremburn Chamber of Commerce to distribute information to their members and through their distribution channels
- A social media post was made to the Council's social media channels
- The project was promoted in the Council's monthly *Have Your Say* newsletter which went to 7,070 subscribers

Feedback was collected:

- By presenting the design concepts at a public meeting held at the Naremburn Library on Wednesday 30 November 2022, where fourteen people attended and submitted ten written submissions on the night. A copy of the presentation is included at Attachment A with the written submissions included at Attachment B
- By having a street stall at the Naremburn town centre on Saturday 3 December 2022, which over 50 people visited and submitted four handwritten submissions
- Through the *Have Your Say* online portal at the Naremburn Local Town Centre Project Page, which was live and available online from 1 December to 23 December 2022 which received thirty-six formal submissions.

Overall, respondents were in support of the main focus of the concept designs presented. The fifty respondents identified three key elements of the designs that they supported, whilst fifteen of the respondents did not identify any elements they did not support. Additional comments were received that suggested minor changes to improve the existing elements included within the concept design proposals.

Feedback through identification of the three most supported elements, and three least supported elements was primarily focused on the following issues;

- **Shade and Seating**

The community were very supportive of the proposed new shaded seating areas with 42% of respondents supporting them with only 2% least supportive of new shaded seating areas.

- **Traffic Circulation**

Changes to the traffic circulation by the implementation of a one-way system to improve pedestrian safety were highlighted by 36% of the respondents as one of their three top elements, with 8% saying this was one of their least supported elements, indicating overall support for this initiative.

The support for a separated south bound bike lane to improve cycling safety was almost as equally supported as not supported, with 18% supporting a new separated south bound bike lane on Quiamong Street with 14% least supportive of a separated bike lane.

- **Parking**

Overall sentiment regarding parking changes in the car park in front of the shops was mixed with 12% of the respondents supportive of additional parking in Rohan Street through the use of angled parking, compared to 10% of respondents who did not support this option. Repurposing of the two car parking spots to provide additional pedestrian space was identified as supported by 12% of respondents compared to 14% that least supported the proposal. It is noted that there was a relatively low level of listing these proposals in the responses given they allow minimising traffic, increasing public space and providing higher pedestrian safety which were all identified amongst the highest three proposals that were the most supported.

- **Ground Levels**

Feedback received was generally more supportive of a level leased area as opposed to a stepped design along each lease zone, with 24% of respondents highlighting this as one of their three most supported elements compared to 6% were listed it in their top three least supported element.

- **Willoughby Road barrier**

The creation of a barrier to Willoughby Road through the installation of a retaining wall was identified by 20% as a key element, with 10% highlighting the installation of a barrier as something they least supported. Concerns were raised around ensuring public safety, reducing noise and creating a sense of separation from Willoughby Road which the barrier would establish.

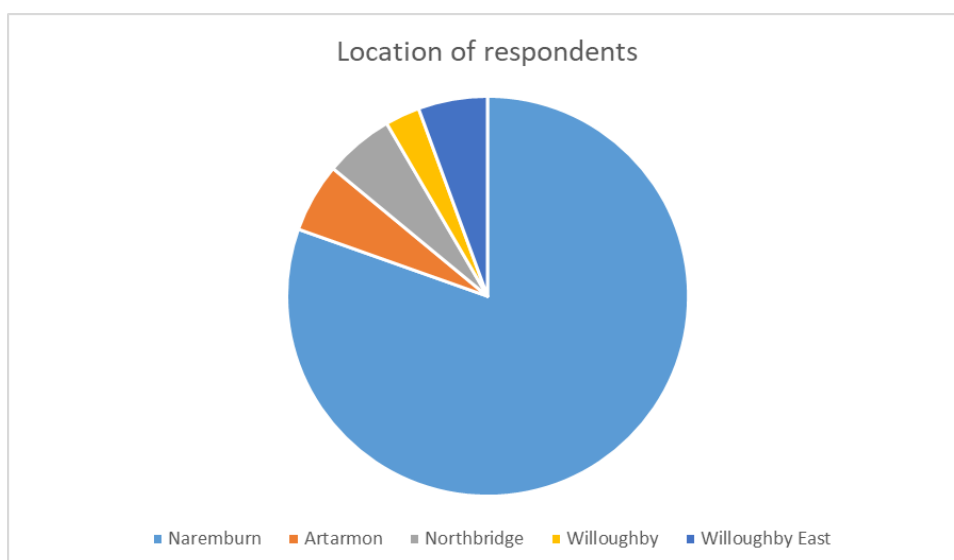
## Participant and sentiment analysis

### Location of respondents

As part of the data collection of respondents, online survey participants were asked to identify their home suburb.

- 80.6% stated they were from Naremburn
- 5.6% stated they were from Artarmon
- 5.6% stated they were from Northbridge
- 2.8% stated they were from Willoughby
- 5.6% stated they were from Willoughby East

Figure 1 – Location of *Have Your Say* respondents



### Overall support or opposition

Overall, most feedback provided was in support of various or all design elements within the proposed designs. Generally, it is noted there was a lack of negative commentary especially with 30% of respondents not identifying any least supported elements. Comments received suggesting changes would often refer to minor changes to improve the existing elements included within the concept design proposals.

## Detailed survey analysis

The consultation presented two concept design options with the community being asked to respond to four questions.

The key differences in design solutions included:

- The second design concept included space for new signage for the local centre which is not included in the first design concept
- The second design concept included a covered walkway and seating areas alongside Willoughby Road, while the first design concept used additional trees to shade this area
- The first design concept allowed movement through the design space along Willoughby Road whilst second design directed pedestrian movement toward the shops to enable progress through the centre.

The analysis of the responses to the questions is detailed below.

### Question One:

#### Which of the following elements of the concept designs do you most support?

All fifty of the written submissions detailed three elements that they most supported.

Figure 2- Percentage of respondents who selected project element in in their top 3 most supported elements

Project element	% of respondents who selected this element in their top 3 most supported elements
New shaded area general seating areas	42%
Minimise traffic movement to one way through the car park with zebra crossing across narrowed entrance to slow traffic entering, to improve pedestrian and motorist safety	36%
Adding additional angle car parking places in Rohan Street	12%
Leased outdoor dining area which is more level (ie: the area has less of a slope)	24%
A new separated southbound bike lane on Quiamong Street making cycling safer	18%
Landscaped, low retaining wall to Willoughby Road	20%

Safer entry points and movement for pedestrians	18%
Making the existing disabled parking spot in the main car park fully compliant with accessibility standards	8%
A "Welcome to Naremburn" sign	6%
Provision for enhanced lighting once tree mature	4%
Additional outdoor public domain space for pedestrian movement and seating areas	30%
Additional public seating	10%
Retaining overall level of car parking	2%
Repurposing two car parking spaces in the main Quiamong Street car park for community space	12%
New landscaping, including replacement of sick Golden Robinia tree	22%
I don't support any of the proposed elements listed above	0%
Other	0%

**Question two:****Which of the following elements of the concept designs do you least support?**

Thirty-five of the fifty respondents detailed three elements that they least supported. The remaining fifteen did not identify any least supported elements.

Figure 3 - Comments made in relation to question two

Project element	% of respondents who chose as their top 3 elements least supported
New shaded area general seating areas	2%
Minimise traffic movement to one way through the car park with zebra crossing across narrowed entrance to slow traffic entering, to improve pedestrian and motorist safety	8%
Adding additional angle car parking places in Rohan Street	10%
Leased outdoor dining area which is more level (ie: the area has less of a slope)	6%



A new separated southbound bike lane on Quiamong Street making cycling safer	14%
Landscaped, low retaining wall to Willoughby Road	10%
Safer entry points and movement for pedestrians	2%
Making the existing disabled parking spot in the main car park fully compliant with accessibility standards	2%
A “Welcome to Naremburn” sign	24%
Provision for enhanced lighting once tree mature	8%
Additional outdoor public domain space for pedestrian movement and seating areas	0%
Additional public seating	0%
Retaining overall level of car parking	8%
Repurposing two car parking spaces in the main Quiamong Street car park for community space	14%
New landscaping, including replacement of sick Golden Robinia tree	2%
I don't support any of the proposed elements listed above	30%
Other	8%

**Question three:**

**Have we included all the key elements in the concept designs? Please let us know what you think is missing.**

The following comments were made in response to this question;

Figure 4 - Comments made in relation to question three

Looks like seating and dining areas are being reduced
Prefer pedestrian pathways in option 2
The new bike lane on Quiamong Street is excellent
Introduction of a wall gives a lovely modern addition and barrier
The one way driving through the car park is an excellent idea
The loss of parking in the car park for public space is good
I like the tree cover in option 1
Don't like the bus shelter look of the proposed hard structure

Ideally, I would remove entire car park in front of the shops to use the space for public use
Both options are a great improvement on the current village centre
Rohan is extremely busy and with cars continually backing into fast moving traffic all I can see is continued delays
The existing Chinese Elm trees should be retained
Angled parking on Rohan Street with angled will work to slow traffic making it safer
I wonder if the space at the rear of the building could be used for market stalls
Concern over tiered levels outside cafes and its safety
More trees
Trees block shops from road in option 1
Front to kerb angled parking to be rear to kerb
Would like bike rack in car park
Coffee plants to be replanted in gardens in option 2
Include water fountain
Remove right hand turn into Rohan from Willoughby Road
More trees in option 2
Roundabout – Glenmore Street/Quiamong Street intersection and at intersection of Rohan/Glenmore Street
Include tabled seating within designs in communal space – picnic like seating
Bike racks south of Forsyth Cafe
Would like sign across road to include ‘village’ below ‘Naremburn’
Add accessibility spot on Rohan (nominated closest angled spot near Forsyth Café)
Do not replace coffee trees outside Forsyth Café as it provides barrier
Toilet block

**Question four:****Do you have any other comments?**

The following comments were made in response to this question:

Figure 5 – Comments made in relation to question four

Not gaining enough parking
Clearly provide right of way directions
Minimising the danger of drivers continuing to illegally turn right from Willoughby Road traffic lights into the Quiamong Streetcar Park entrance
Use 45-degree parking on both sides of car park
Increasing outdoor area
Change position of post box to remove the need for parallel loading zone
A continuous crossing like at Merrenburn
Leaning bench out front of Forsyth Café

## Responses to key issues raised in feedback

These responses are divided between the most mentioned general themes, and comments on specific issues.

General theme	Response
Shade and Seating Area	<p><b>Recommendation:</b> Progress this element of concept design proposal 2 into detailed design</p> <p>Ensure where possible to include more trees into the design space. Structure will provide initial shading over seating outside lease areas whilst new trees mature. Use of the structure and excavation area will also provide for barrier to Willoughby Road and open level access to lease areas from the back.</p>
Traffic Circulation	<p><b>Recommendation:</b> Implement proposed traffic circulation changes within the concept design.</p> <p>These measures include:</p> <ul style="list-style-type: none"> <li>• Improve traffic circulation efficiency and reduce congestion at the Willoughby Road access by removing vehicles departing the Car Park onto Willoughby Road.</li> <li>• Improve the existing cycle facility along Quiamong Street by providing a separated contraflow southbound cycle lane, with the proposals removing the respective vehicular traffic movements here in turn removing potential conflict for these cyclists with vehicles.</li> <li>• Maintain a low-speed environment along Quiamong Street by reducing the overall trafficable width.</li> <li>• Improve pedestrian safety by reducing the pedestrian crossing width at the Willoughby Road access of the Car Park and having this section of the Car Park one-way by prohibiting the left 'exit' movement onto Willoughby Road.</li> <li>• Reduce vehicle and pedestrian conflicts within the Car Park by converting it too one-way northbound only.</li> <li>• All traffic using the Willoughby Road slip lane to enter the Car Park must turn right, and therefore could only park along the east-west aligned section of Quiamong Street near Glenmore Street, or elsewhere on the local on-street parking network. The volume of vehicles using this slip lane is small at a maximum of</li> </ul>

	<p>11 vehicles per hour and so this is expected to have little impact on customer amenity.</p> <ul style="list-style-type: none"> <li>• Vehicles previously departing the Car Park via Willoughby Road would be required to use Quiamong Street, Glenmore Street, and Rohan Street as an alternative route to Willoughby Road. This is a detour of approximately 350 metres which should take less than one (1) minute to complete.</li> <li>• Vehicular traffic along Quiamong Street, Glenmore Street, and Rohan Street will increase slightly because of the above detour. The maximum hourly traffic volume currently departing the Car Park via the Willoughby Road access is 45 vehicles, recorded on Saturday at 10:45-11:45, or one vehicle every 80 seconds.</li> <li>• This increase in vehicular traffic will result in more vehicles using the newly provided pedestrian crossing facility across Rohan Street at Willoughby Road; however, the presence of “Keep Clear” road markings on Willoughby Road should ensure any increased queuing on Rohan Street and across the pedestrian crossing point is mitigated.</li> <li>• Public transport facilities will not be impacted in any way.</li> <li>• Access to the liquor store at 316 Willoughby Road, fronting Quiamong Street, will be retained as the one-way section will commence downstream (to the east) of the vehicular driveway access.</li> </ul>
<p>Parking Changes to Rohan Street</p>	<p><b>Recommendation:</b> Implement new 45-degree parking along Rohan with change to line marking as shown in both concept designs.</p> <p>This change is to create eleven proposed car spaces to the south side of Rohan Street in place of the existing seven spaces. This change would supply a net plus two spaces for the whole design area.</p> <p>The change would require replacing three motorcycle spots with one car spot, with two new dedicated motorcycle/ scooter spots in place of the three removed are allowed for within this revised line marking arrangement. An additional spot for motorcycles and scooters would be further investigated through design development for the area (Carpark and wider street parking).</p> <p>In response to concern that 45-degree angled parking would disturb residential houses along Rohan Street where revising of angled parking is proposed, the new angled parking will be rear to kerb mitigating head lights shining up into housing. Lighting from brake lights would be considered a lower level of impact in relation to existing height differences from street to house, extent and height of</p>

	boundary walls, and existing vegetation further assisting in diffusing emitted light.
Improved Smoother Level Changes	<p><b>Recommendation:</b> Progress with Option 2 public domain layout</p> <p>Noting the following inclusions:</p> <ul style="list-style-type: none"> <li>• Level pad across all leased areas</li> <li>• Open level access from back shaded area to leased areas.</li> <li>• Use of design elements for big level changes around the leased areas such a tiered garden, seating and leaning bench/ high table.</li> <li>• Maintain pedestrian movement towards shops to move through the space and beyond.</li> <li>• Excavate area to provide additional public space with level (accessible) access to lease areas.</li> </ul>
Barrier to Willoughby Road	<p><b>Recommendation:</b> Excavate area to provide additional public space behind lease areas</p> <p>By</p> <ul style="list-style-type: none"> <li>• Using fixed structures and low walls to provide pedestrian safer entry points and movement for pedestrians through the space.</li> <li>• Mitigate 600mm set back between road and structure being used as a desire line with use of low planting.</li> </ul>
Other	<p><b>Recommended Inclusions:</b></p> <ul style="list-style-type: none"> <li>• Narrowed entrance to carpark with zebra crossing</li> <li>• Compliant accessible park space and shared zone in carpark</li> <li>• Repurpose of two car spaces within carpark to expand public domain and improve pedestrian circulation and space.</li> <li>• Existing coffee plants to be potted up for leasee to utilise in their leased outdoor space</li> <li>• Explore inclusion of bike racks south of Forsyth café and bike pump and maintenance station.</li> </ul> <p><b>Recommended Exclusions:</b></p> <ul style="list-style-type: none"> <li>• Additional Welcome to Naremburn sign</li> </ul>

In response to specific issues raised not covered above within general themes:

Specific issue raised by respondent	Response

<p>Speeding Traffic in Rohan Street</p>	<ul style="list-style-type: none"> <li>The traffic calming device (narrowed speed hump midway down Rohan) is aimed at slowing traffic down to increase safety for the area. The addition of angled parking either side of the narrowed speed hump, through narrowing of the road carriageway, will aid existing measures to encourage and maintain a low-speed environment along the whole of Rohan Street.</li> </ul>
<p>Parking concerns from local residents</p>	<ul style="list-style-type: none"> <li>Concern that the 45-degree angled parking would disturb residential houses along Rohan Street through increased noise and headlights shining into properties. In response to this feedback revising of angled parking is proposed to be rear to kerb mitigating head lights shining up into housing. Lighting from brakes lights would be considered a lower level of impact and existing boundary walls, vegetation and height clearance from street to house windows further assist in diffusing emitted light.</li> <li>A change to line marking for 45-degree car spots is required to ensure retention of all 11 proposed car spaces to the south side of Rohan Street. The change would require replacing three motorcycle spots with one car spot. Two dedicated motorcycle/ scooter spots in place of the three removed would be allowed for within this revised line marking arrangement.</li> </ul>
<p>Clarity on actual number of car parking spaces</p>	<ul style="list-style-type: none"> <li>Following the response, further investigations have identified a change to the line marking in Rohan Street provides for eleven car spots and four motorcycle spots. An increase to car parking of four to Rohan Street and net plus of two for the design space. This line marking also provides for four motorcycle parking spots a net plus of one. The numbers for car spaces increase from seven to eleven and motorcycle spaces from three to four in Rohan Street</li> </ul>
<p>Removal of pedestrian path along Willoughby Road</p>	<ul style="list-style-type: none"> <li>Overall feedback supports the proposed changes to pedestrian movement closer to the retail area and the leased dining areas, and use of the existing footpath as additional community space for shaded seating, together with creating a safety, visual and sound barrier to Willoughby Road</li> </ul>
<p>Exit only from car park onto Willoughby Road</p>	<ul style="list-style-type: none"> <li>There is an existing limitation on right turns from the car park and a left turn provides less than one car length before the traffic lights. The single one-way proposal into the car park will enhance vehicle and</li> </ul>

	pedestrian safety within the car park and along Willoughby Road
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## Attachments

Attachment A – Community Consultation Presentation November 30, 2022



WILLOUGHBY CITY COUNCIL  
**Naremburn Local Centre  
Streetscape Upgrade**

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## Agenda



- Background
- Key considerations
  - Parking
  - Traffic Circulation
- Concept Proposals – Phillips Marler
  - Site analysis and opportunities
  - Concept Proposal 1
  - Concept Proposal 2
- Concept Design Constraints
- Next Steps

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# Background



- **June 2020: Local Centre Strategy 2036** - Aims to promote a network of thriving, attractive and distinctive Local Centers throughout the LGA – underwent extensive Community consultation.
- **Feb 2020: Traffic Committee** supported Pedestrian Access Mobility Plan (PAMP)
- **March 2022: Community consultation** at Naremburn Co-Design Workshop
- **December 1 to 24 2022** - Concept design for **consultation**

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# Streetscape Upgrade



Considerations / Opportunities	Stakeholders
<ul style="list-style-type: none"> <li>• Improve pedestrian amenity and safety</li> <li>• Optimised Parking</li> <li>• Improved alfresco dining</li> <li>• Naremburn Character</li> <li>• New Public space</li> <li>• Budget \$1,050,000 (total)</li> <li>• Revise completion date for external funding</li> <li>• Construction impacts on the operation of the centre</li> </ul>	<ul style="list-style-type: none"> <li>• Local residents and centre users</li> <li>• Naremburn Progress Association (NPA)</li> <li>• Naremburn Chamber of Commerce</li> <li>• Department of Infrastructure, Transport, Regional Development and Communications (funding)</li> <li>• Sydney Water</li> <li>• Jemena</li> </ul>

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# Parking Survey Results



Survey were undertaken within carpark and surrounding streets (Willoughby Rd, Quiamong St, Glenmore St, Rohan St) on a Friday, Tuesday and Saturday

## Peak times:

- Friday 12:30pm
  - 1 space available in carpark
  - 11 spaces available in surrounding streets
- Friday 6 – 6:30pm
  - 0 spaces available in carpark
  - 18 spaces available in surrounding streets.

## Median Day, Peak Times:

- Tuesday 7:30am
  - 3 spaces available in carpark
  - 27 spaces available in surrounding streets
- Tuesday 12 – 12:30pm
  - 2 spaces in carpark
  - 12 spaces available in surrounding streets.

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# Proposed Traffic Circulation and Parking – Objectives



- Minimise traffic movement to one way through carpark
  - with zebra crossing across narrowed entrance to slow traffic entering
  - Provides for improved traffic circulation, reduced congestion and safer pedestrian access
- Minimise conflict between major bike route and traffic flow
  - through separation of south bound bike lane along Quiamong Street
- Additional angled parking located along Rohan Street
  - Net gain of 2 spaces

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# Proposed Traffic Circulation and Parking



**Legend:**

- New 45-Degree Parking Spaces
- New Cycle Lane
- New Accessible Parking with Shared Zone
- New Traffic Signs
- Direction of Vehicle Traffic
- Cafe/lease areas and new pedestrian space

**Parking Space Changes**

Location	Existing	Proposed	Gain/Loss
Rohan St (northern side)	10	10 (no change)	-
Quilomong Street North	14	14 (no change)	-
Rohan St (southern side)	7	11	+4
Quilomong St South (in front of leased areas)	18	16	-2
<b>Overall</b>	<b>49</b>	<b>51</b>	<b>+2</b>

**Existing available parking spaces at peak & off-peak times**

Location	Existing
Rohan St (northern side)	10
Rohan St (southern side)	7
Quilomong Street South (in front of leased areas)	18
Quilomong Street North	14
<b>Overall</b>	<b>49</b>

**Proposed Parking & Vehicle Circulation Plan**  
Preliminary Concepts  
Naremburn Town Centre Upgrades

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# Concept proposals - Site Analysis



Power supply used for street markets and events held in Quilomong Street Carpark such as Tastes of Naremburn

Lessee's furniture, generally varied, Council wishes to retain the level of choice across the site.

The Coffea arabica (Coffee) in the raised plant bed planted has formed into a hedge, creating a screen with some filtered views between Willoughby Road and the Leased Area

Lessees have placed movable planters to define their lease area. Varying table settings and umbrellas are used and will remain.

Recycling wheeler bin in use as the bin enclosure (behind) are used for general waste only

The steps & raised plant bed contribute to the sense that the lease area is out of the public domain the pavement is sloping with steps along the paving marked with yellow paint.

Pedestrian crossing over carpark entry does not stand out from surrounding road surfaces & does not encourage drivers to slow down when entering carpark

Review existing tree location in relation to extended pedestrian space - consider removal and / or relocation

The current accessible parking space & shared zone is not compliant with AS 2890.6

The community noticeboard is positioned directly adjacent to pram-ramp, any onlookers would block access

Pedestrians are required to navigate around several light posts, road signs and barriers to access the pedestrian overpass beyond

**Site Analysis**  
Preliminary Concepts  
Naremburn Town Centre Upgrades

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# Concept proposals - Site Analysis



Site Analysis  
Preliminary Concepts  
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# Site Opportunities



### Improving the Outdoor Lease Areas

- Create improved level access to each lease and new public domain areas. Levels are challenging with the sloping pavement making dining spaces less usable.
- Use contrasting pavement materials and consider disabled access in the division of the space to create defined lease areas in the ground.

### Night-Time Use

- Provision for connection of lighting once trees mature to create a night time atmosphere in the local centre.

### Materials and Finishes

- The use of brick paving across the site creates a cohesive appearance to the pavement but does not assist in creating distinct environments.
- Other suitable materials should be considered such as sandstone paving and concrete paving.
- Elements such as walls, steps and high bench tables should be considered for defining spaces and organising pedestrian movement around the centre.

### Trees and Planting - ensuring there is sufficient planting around the site

- Arboricultural assessment of the existing trees advises that one Robinia pseudacacia 'Friskia' (Golden Robinia) should be removed. Consider replacement of 2x Ulmus parvifolia (Chinese Elm).
- New native tree plantings should be considered for the pedestrian space to contribute shade and enhance the environment.

### Enhancing Site Character

- Naremburn Town Centre is a place for the local community. Many come to the site by bike and some on foot. The built environment is one and two storeys with small shops including cafes and restaurants.
- Local scale businesses such as 'Forsyth Cafe' create a community hub of small restaurants, takeaway and other elements. New works should build on the community hub and sense of place, improve disabled access and paths of travel.
- The presence of the coffee plants shows some community initiatives. Plants can be potted up and placed close to the cafe.

### Visual Environment

- The site is a visually busy urban environment with vehicle and pedestrian movement as well as the continuous noise of traffic from the Gore Hill Expressway. The urban environment is quite cluttered with a range of urban elements and trees which cut off views from Willoughby Road.
- Consider tree planting or pergola and screens for the aesthetics and comfort of the space.

### Simplify Vehicle Circulation and Creation of Parking Spaces

- The car park has nineteen car parking spaces, providing parking for visitors to the restaurants and retail shops in the study area. The car park needs improvements to pedestrian accessibility as well as changes to car parking management and provision of traffic circulation in Quaiamong Street both in the car park and at the north of the street.
- Parking has been increased in Rohan Street by changing parallel parking to angled parking, increasing opportunities for parking around the centre.

### Opening up the Public Space - better pedestrian experience

- Pedestrians move in multi-directions around the site. Movement through the lease areas is limited by planting beds and stepped walls to the east, restricting movement and visibility into the site.
- By re-purposing two parking spaces, the public domain will be expanded and circulation can be improved in all directions, particularly across the car park entry and north towards Rohan Street. The pedestrian areas need opening for better visibility and clear paths of movement through and across the site.
- Access is challenging with a sloping pavement which has some unevenness restricting room for table settings and lacks level access.
- Crossing the car park entry from the pedestrian space to the fly-over bridge needs more definition.



Site Opportunities  
Preliminary Concepts  
Naremburn Town Centre Upgrades



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# Design Concept – Proposal 1



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# Design Concept – Proposal 1



phillipmarler  
Public Works and Engineering  
P.O. Box 1000, Naremburn NSW 1585  
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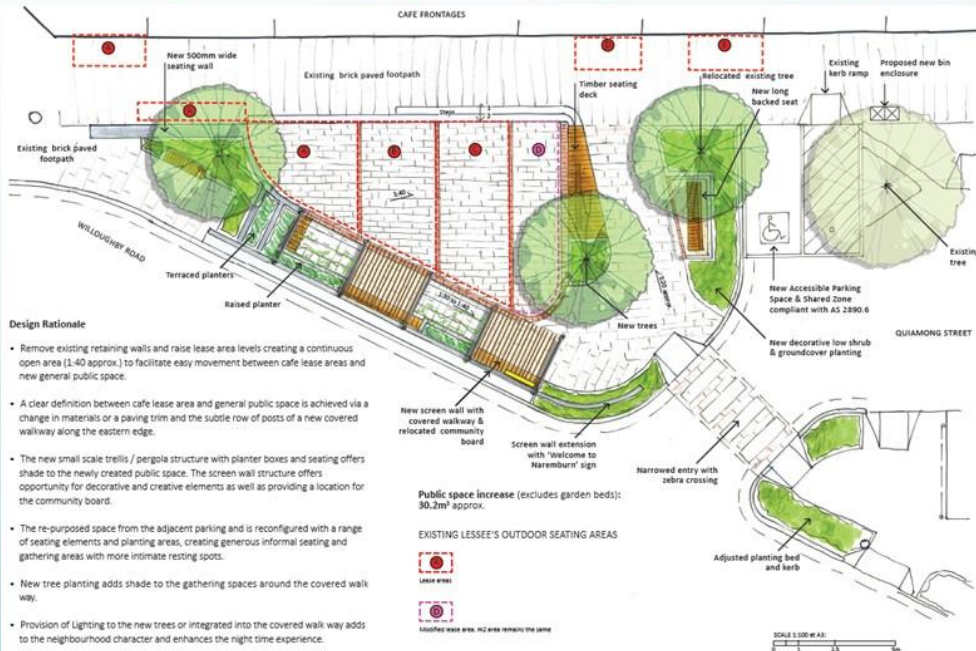
**Design Concept Option 1 - Visualisation**  
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# Design Concept – Proposal 2



- Design Rationale**
- Remove existing retaining walls and raise lease area levels creating a continuous open area (1-40 approx.) to facilitate easy movement between cafe lease areas and new general public space.
  - A clear definition between cafe lease area and general public space is achieved via a change in materials or a paving trim and the subtle row of posts of a new covered walkway along the eastern edge.
  - The new small scale trellis / pergola structure with planter boxes and seating offers shade to the newly created public space. The screen wall structure offers opportunity for decorative and creative elements as well as providing a location for the community board.
  - The re-purposed space from the adjacent parking and is reconfigured with a range of seating elements and planting areas, creating generous informal seating and gathering areas with more intimate resting spots.
  - New tree planting adds shade to the gathering spaces around the covered walk way.
  - Provision of Lighting to the new trees or integrated into the covered walk way adds to the neighbourhood character and enhances the night time experience.



Design Concept Option 2  
Preliminary Concepts  
Naremburn Town Centre Upgrades



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# Design Concept – Proposal 2



Design Concept Option 2 - Visualisation  
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# Materials Palette



Seating and planters



Ground surface material options



Sandstone wall cladding or paving trim

Tree planting options



Ekeocarpus kumundi - Smooth leaved Quailbong - 100m

Waterhousea floribunda 'S11' Whisper Weeping Lily Pilly - 80m

Banksia integrifolia - 80m Coast Banksia

Buckinghamia celsissima - 120m Ivory Curl Flower



Indicative Materials & Planting  
Preliminary Concepts  
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# Concept Design Constraints



- Fixed construction budget: \$750k.
- Considerations that could alter timing and scope of design:
  - Quantity Surveyor cost plan revisions through design documentation
  - Final cost and lead times of materials during current scarce supply chains.
  - Skilled labour shortages and employment costs.
  - State authority approval timelines and requirements in building around existing services.
  - Construction tender prices
- Potential Solutions to manage constraints:
  - Value manage at 50%, 80%, and pre-tender (100%) design stage to align with budget.
  - Deliver project in stages over future financial years.

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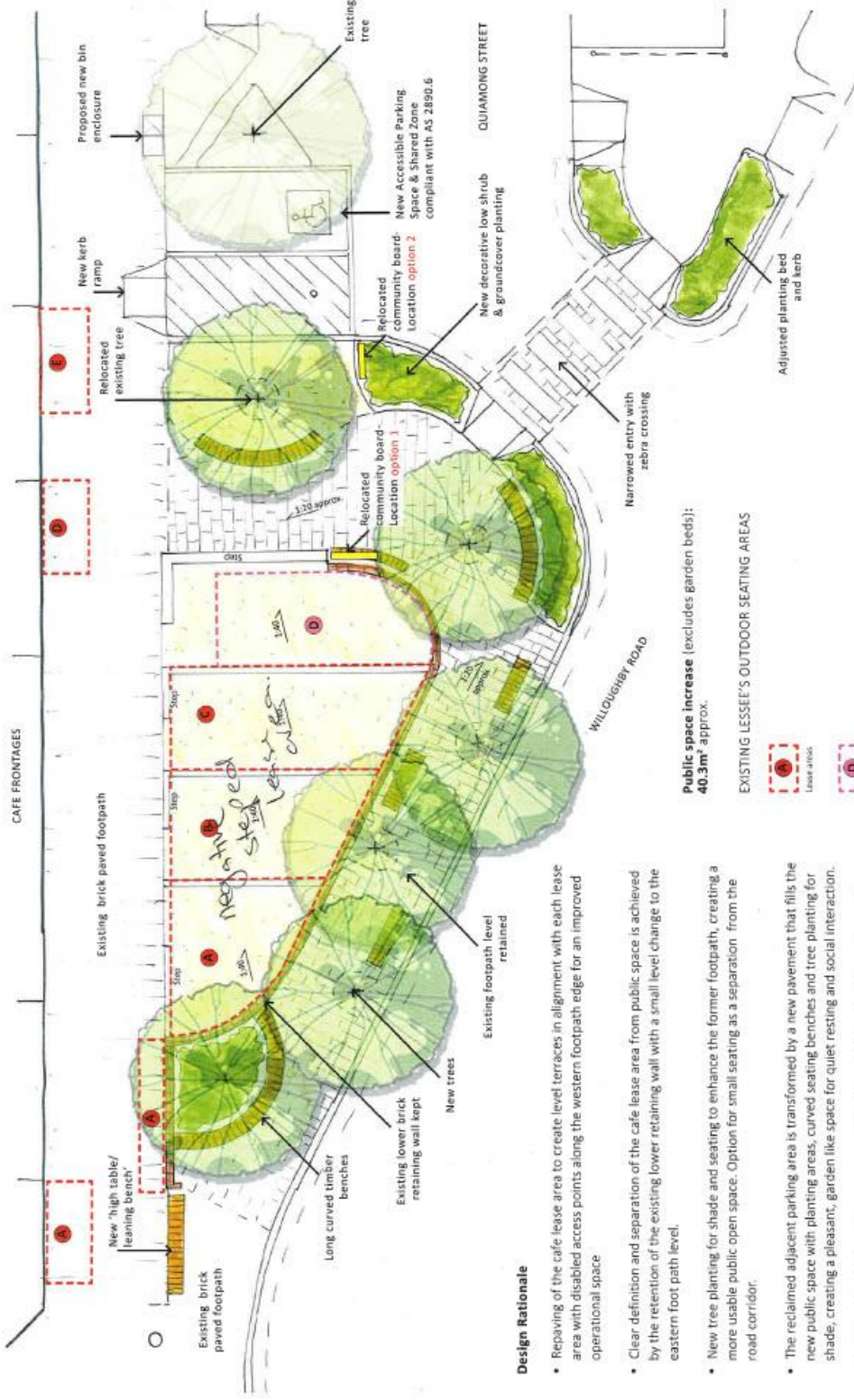
## Next Steps



- **1 to 24 December 2022:** Community consultation on concept designs
  - **January 2023:** Move into detailed documentation
  - **March 2023:** Community information session at 50% documentation
  - **Mid 2023:** Tender for construction
  - **Mid to late 2023:** Construction period
- Ongoing stakeholder consultation by project team with stakeholders  
- Key Contact: Jessica Bain, Community Liaison Officer

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Attachment B – Copies of the completed sheets from the 30 November presentation (de-identified)



**Design Rationale**

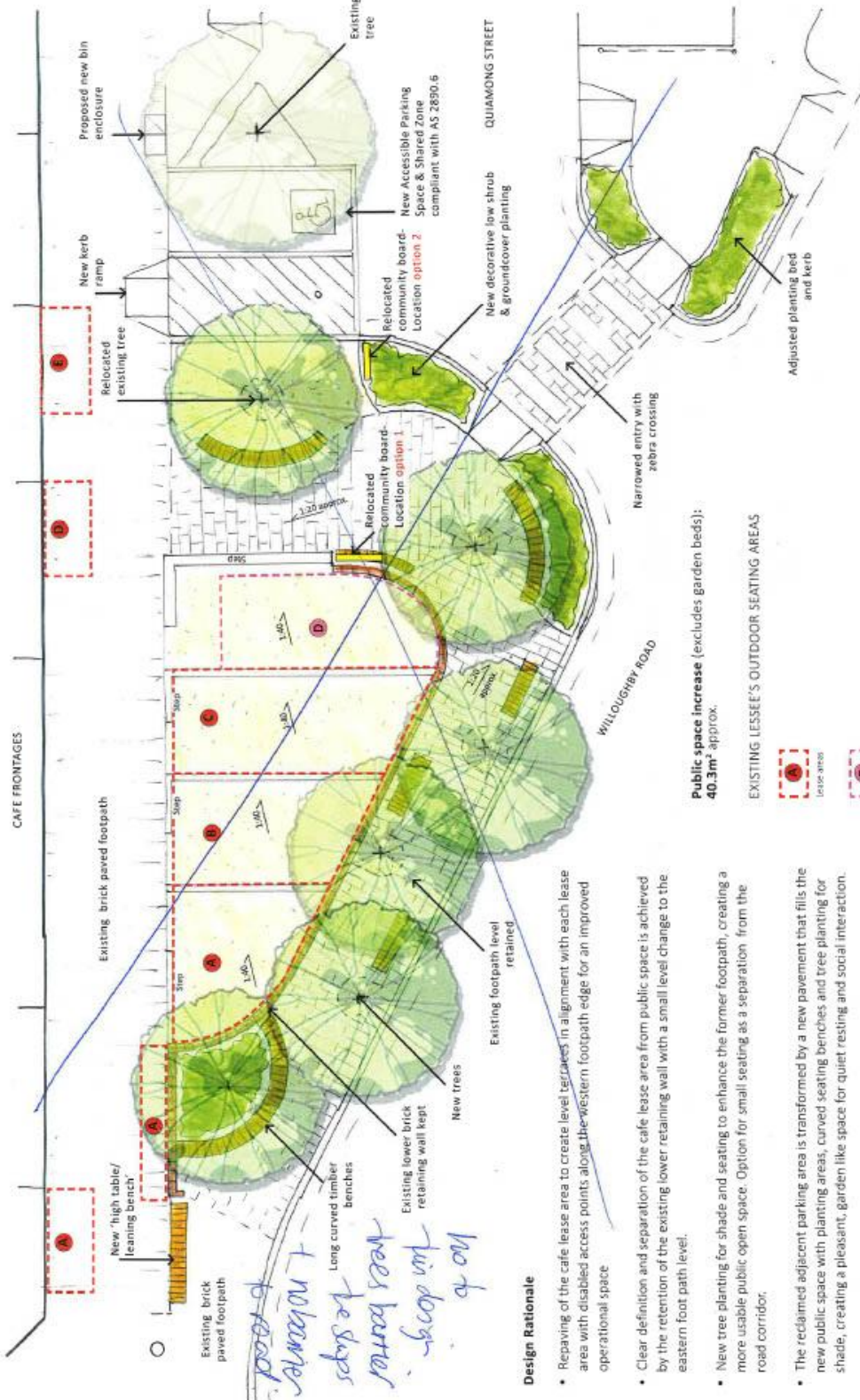
- Repaving of the cafe lease area to create level terraces in alignment with each lease area with disabled access points along the western footpath edge for an improved operational space
- Clear definition and separation of the cafe lease area from public space is achieved by the retention of the existing lower retaining wall with a small level change to the eastern foot path level.
- New tree planting for shade and seating to enhance the former footpath, creating a more usable public open space. Option for small seating as a separation from the road corridor.
- The reclaimed adjacent parking area is transformed by a new pavement that fills the new public space with planting areas, curved seating benches and tree planting for shade, creating a pleasant, garden like space for quiet resting and social interaction.
- Provision for lighting to the new trees add to the neighbourhood character and enhance the dining experience.

SCALE 1:100 at A3  
0 1 2.5 5m

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Date: 30.11.2022  
Issue: for consultation  
WILLOUGHBY CITY COUNCIL

Design Concept Option 1  
Preliminary Concepts  
Meremourne Town Centre Upgrade



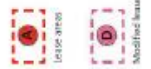


**Design Rationale**

- Repairing of the cafe lease area to create level terraces in alignment with each lease area with disabled access points along the western footpath edge for an improved operational space
- Clear definition and separation of the cafe lease area from public space is achieved by the retention of the existing lower retaining wall with a small level change to the eastern foot path level.
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- Provision for lighting to the new trees add to the neighbourhood character and enhance the dining experience.

**Public space increase (excludes garden beds): 40.3m² approx.**

**EXISTING LESSEE'S OUTDOOR SEATING AREAS**



SCALE: 1:100 H.A.Z.  
0 1 2.5 5m

**Page 6**  
Date: 30.11.2022  
Issue: For consultation

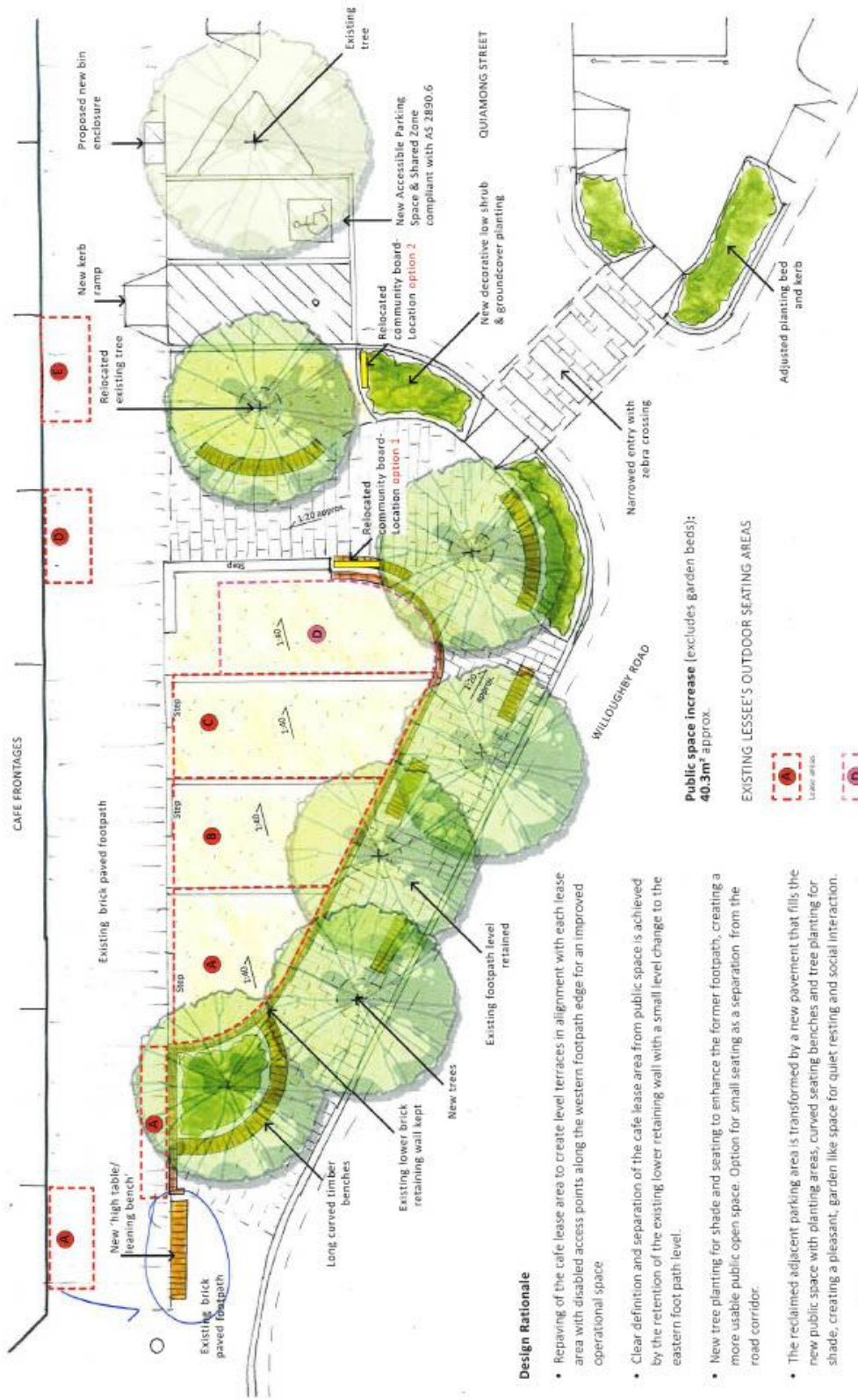


**Design Concept Option 1**  
Preliminary Concepts  
Naremburn Town Centre Upgrades



**phillip@smarter**  
Helping More Communities Better Prepare for the Future of Work, Learning and Living  
PHILLIP SMARTELL  
PHILLIP SMARTELL





**Design Rationale**

- Repairing of the cafe lease area to create level terraces in alignment with each lease area with disabled access points along the western footpath edge for an improved operational space
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Public space increase (excludes garden beds): 40.3m<sup>2</sup> approx.

EXISTING LESSEE'S OUTDOOR SEATING AREAS

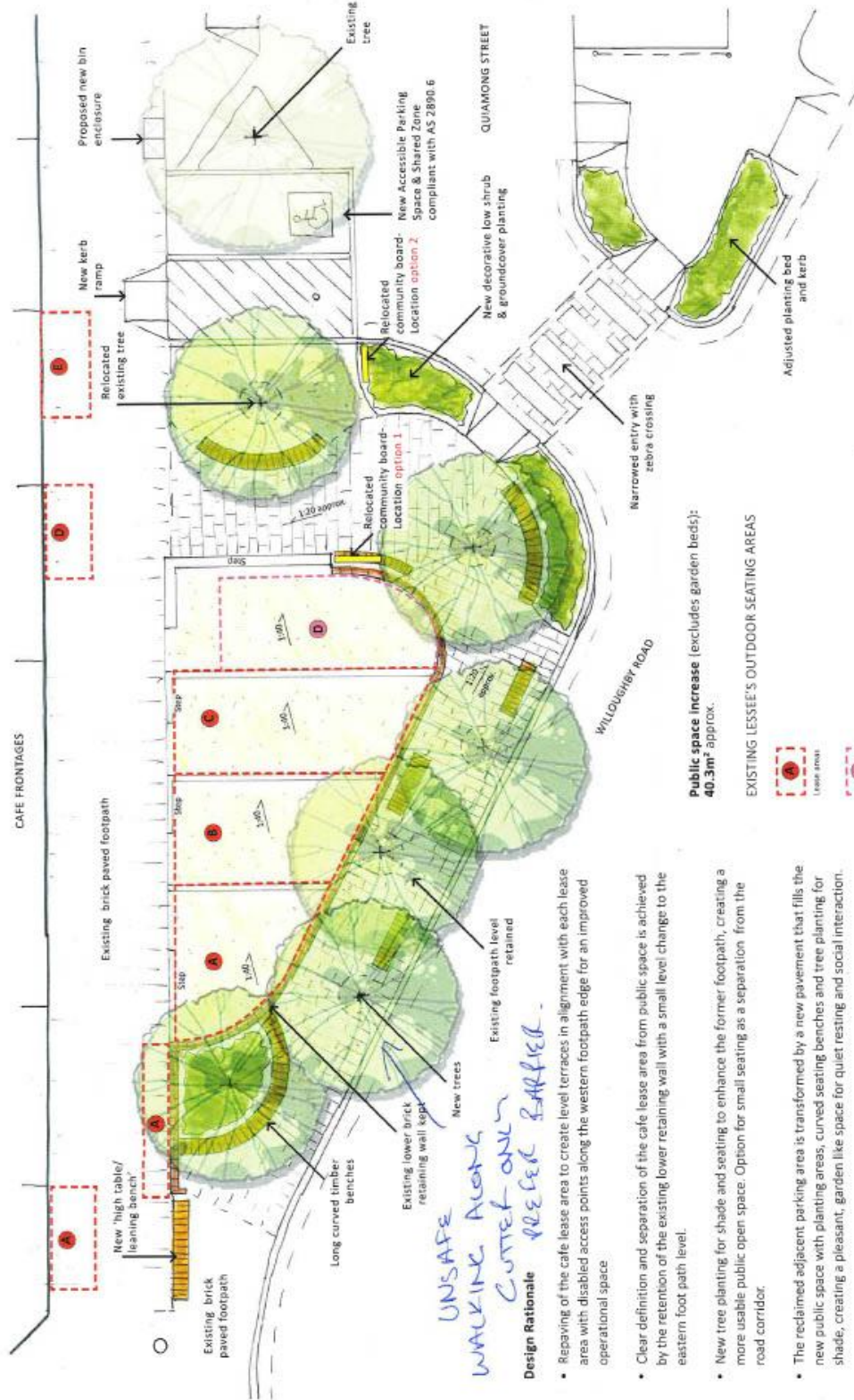
- (A) Level area
- (B) Mod level lease area. Area (m<sup>2</sup>) remains the same

**Design Concept Option 1**  
Preliminary Concepts  
Merimburn Town Centre Upgrades

phillipmarler  
Public Space Architecture & Urban Design  
100 Years of Architecture  
1923-2023

pbp

Stellen



*UNSAFE WALKING ALONG CUTTER ONLY REFERENCED*

**Design Rationale**

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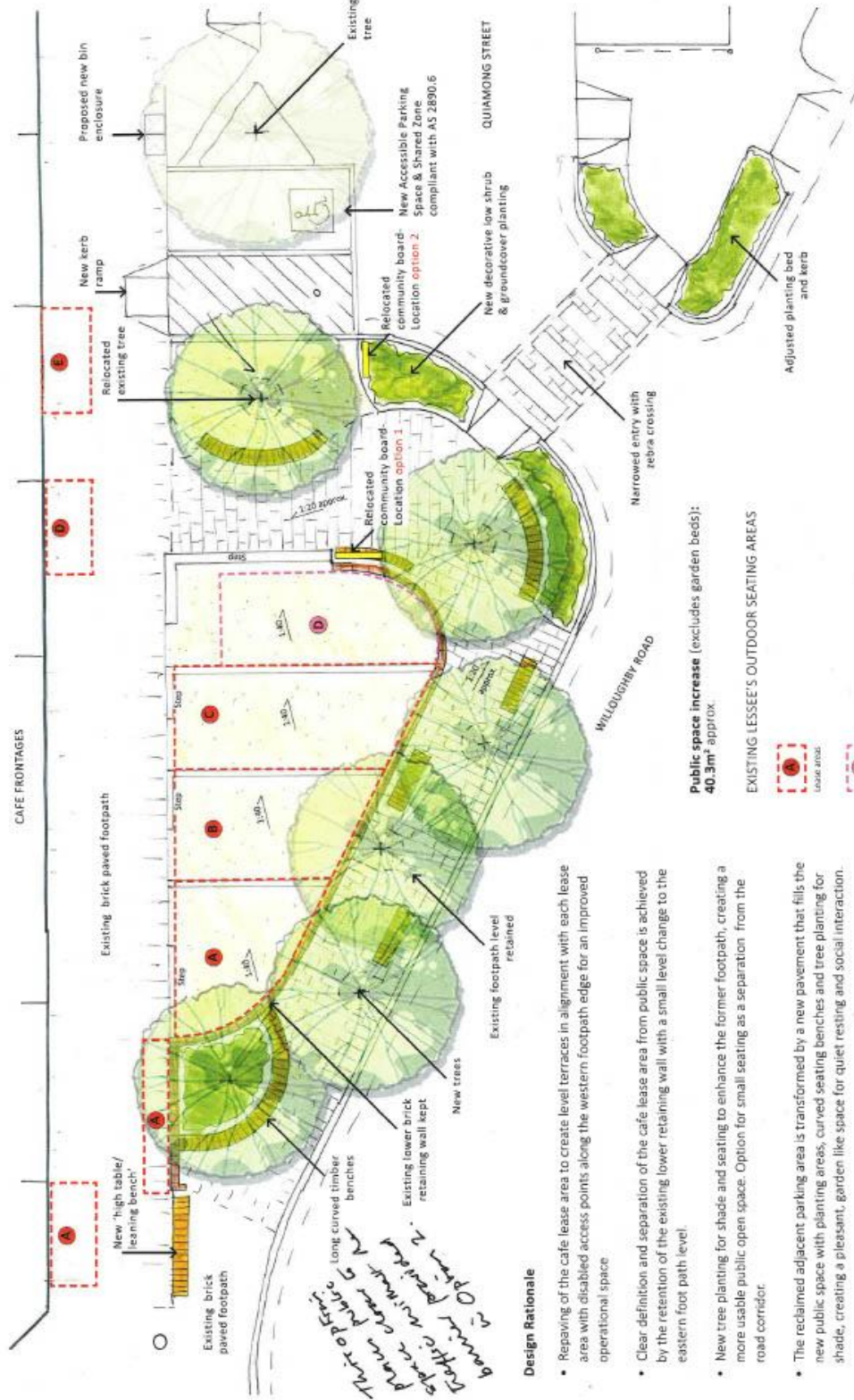
SCALE 1:100 (A3)  
 0 1 2 3 4 5m  
 Page 6  
 Date: 30.11.2022  
 Issued for consultation



**Design Concept Option 1**  
 Preliminary Concepts  
 Naremburn Town Centre Upgrades



phillipsmarler  
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*Part of Open Space area covered by traffic in front of building is covered by traffic in front of building.*

**Design Rationale**

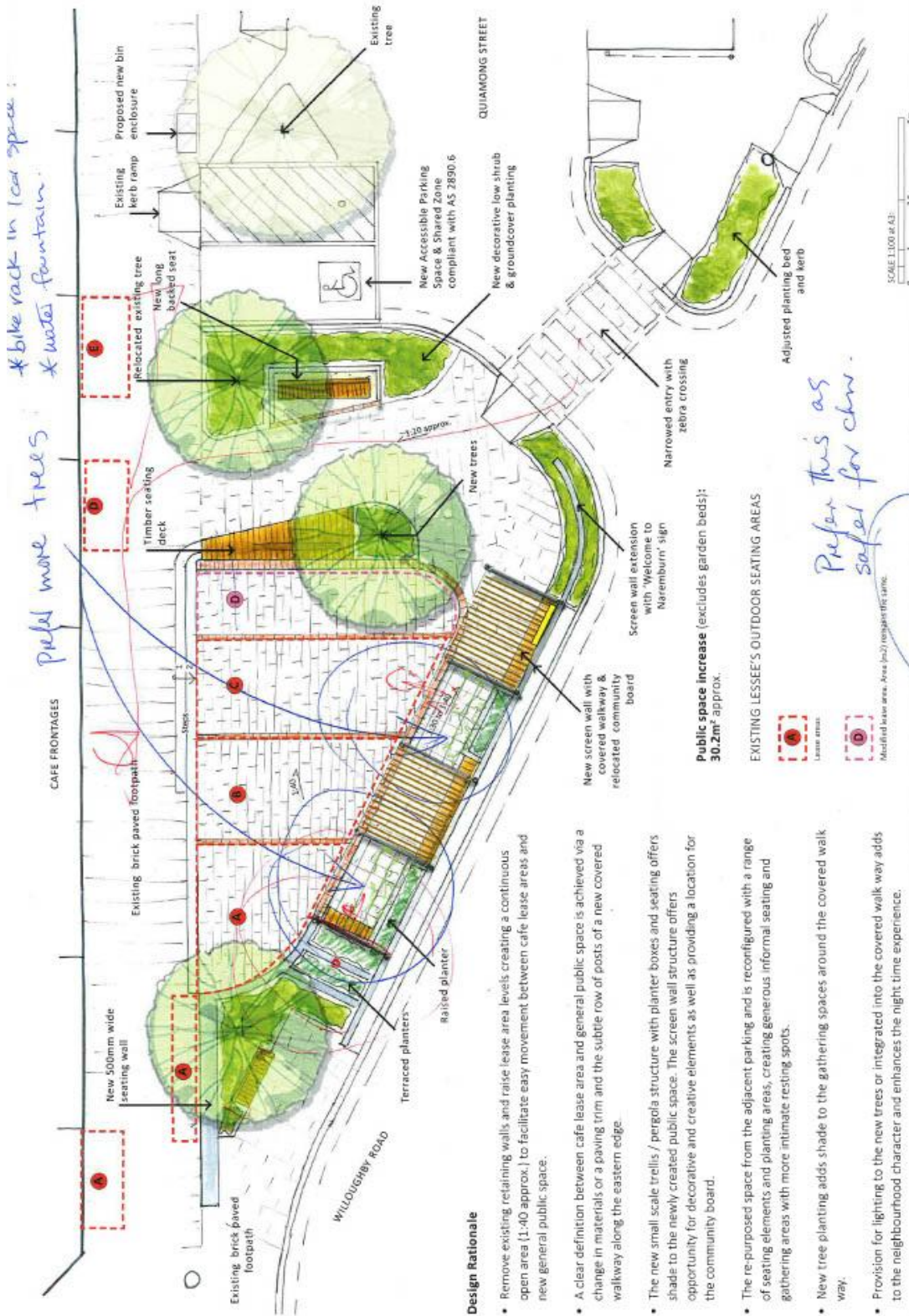
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SCALE 1:300 at A3  
 0 1 2.5 3m  
 Page 6  
 Date: 30.11.2022  
 Issue: For consultation  
 WILLOUGHBY CITY COUNCIL

**Design Concept Option 1**  
 Preliminary Concepts  
 Nairnburn Town Centre Upgrades



phillipmarler  
 Phillip Marler Architecture  
 11/11/2022 11:11:11 AM  
 11/11/2022 11:11:11 AM



\*bike rack in car space  
\*water fountain

prefer more trees

Prefer this as safer for chm.

**Design Rationale**

- Remove existing retaining walls and raise lease area levels creating a continuous open area (1.40 approx.) to facilitate easy movement between cafe lease areas and new general public space.
- A clear definition between cafe lease area and general public space is achieved via a change in materials or a paving trim and the subtle row of posts of a new covered walkway along the eastern edge.
- The new small scale trellis / pergola structure with planter boxes and seating offers shade to the newly created public space. The screen wall structure offers opportunity for decorative and creative elements as well as providing a location for the community board.
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- New tree planting adds shade to the gathering spaces around the covered walk way.
- Provision for lighting to the new trees or integrated into the covered walk way adds to the neighbourhood character and enhances the night time experience.

Public space increase (excludes garden beds): 30.2m² approx.

EXISTING LESSEE'S OUTDOOR SEATING AREAS



Modified lease area. Area (b) is highlighted in green.

**Design Concept Option 2**

Preliminary Concepts  
Naremburn Town Centre Upgrades

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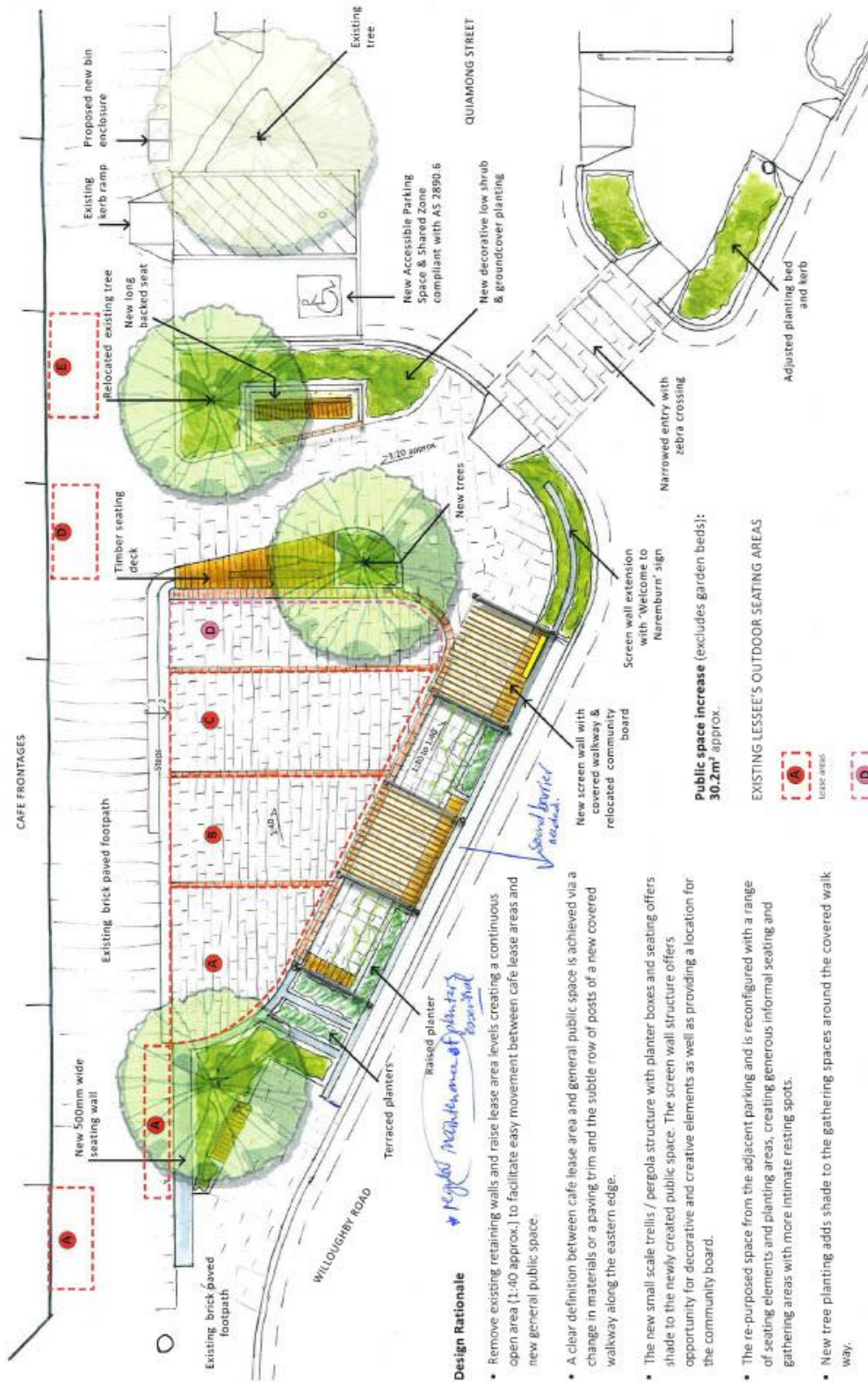
Date: 30.11.2022

Issue for consultation



WILLOUGHBY CITY COUNCIL





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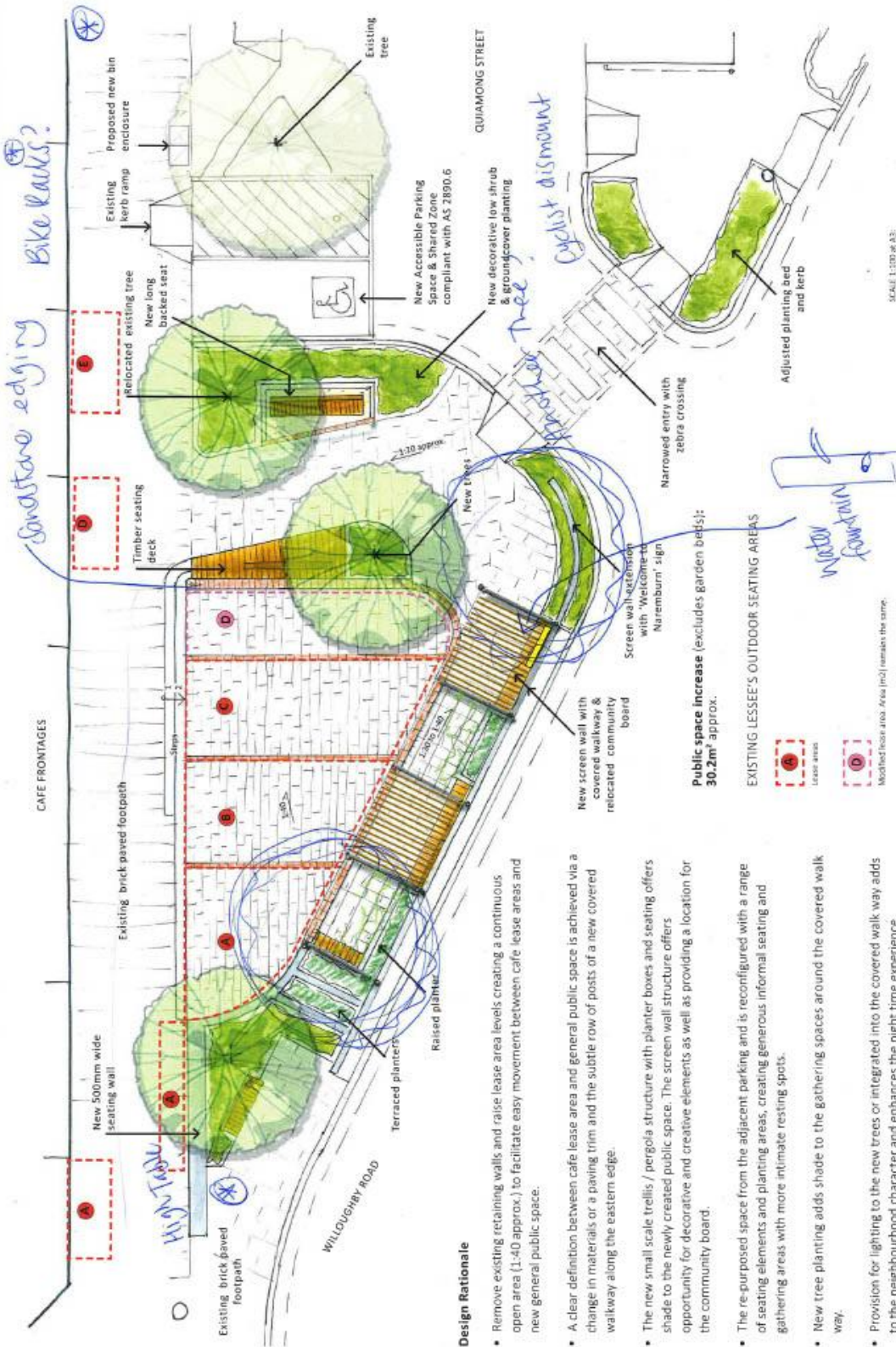
**Public space increase (excludes garden beds): 30.2m² approx.**

EXISTING LESSEE'S OUTDOOR SEATING AREAS



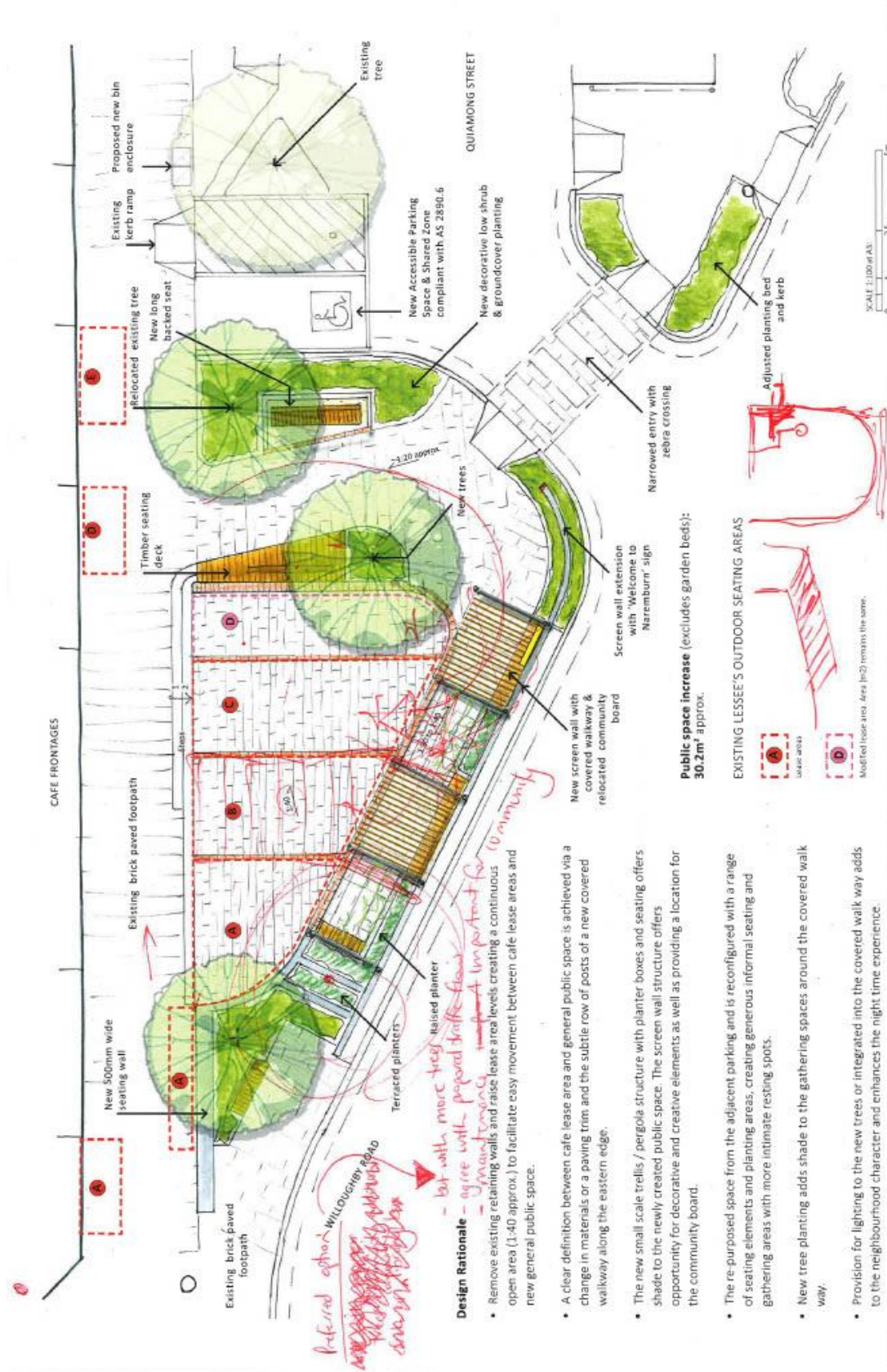
SCALE 1:100 (A3):  
0 1 2 3 5m





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*Refered option - Willoughby Rd Ab*

*- but with more trees*

*- agree with proposed traffic flow*

*- importantly important important for community*

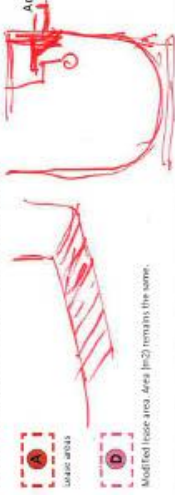
*to facilitate easy movement between cafe lease areas and new general public space.*

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**EXISTING LESSEE'S OUTDOOR SEATING AREAS**

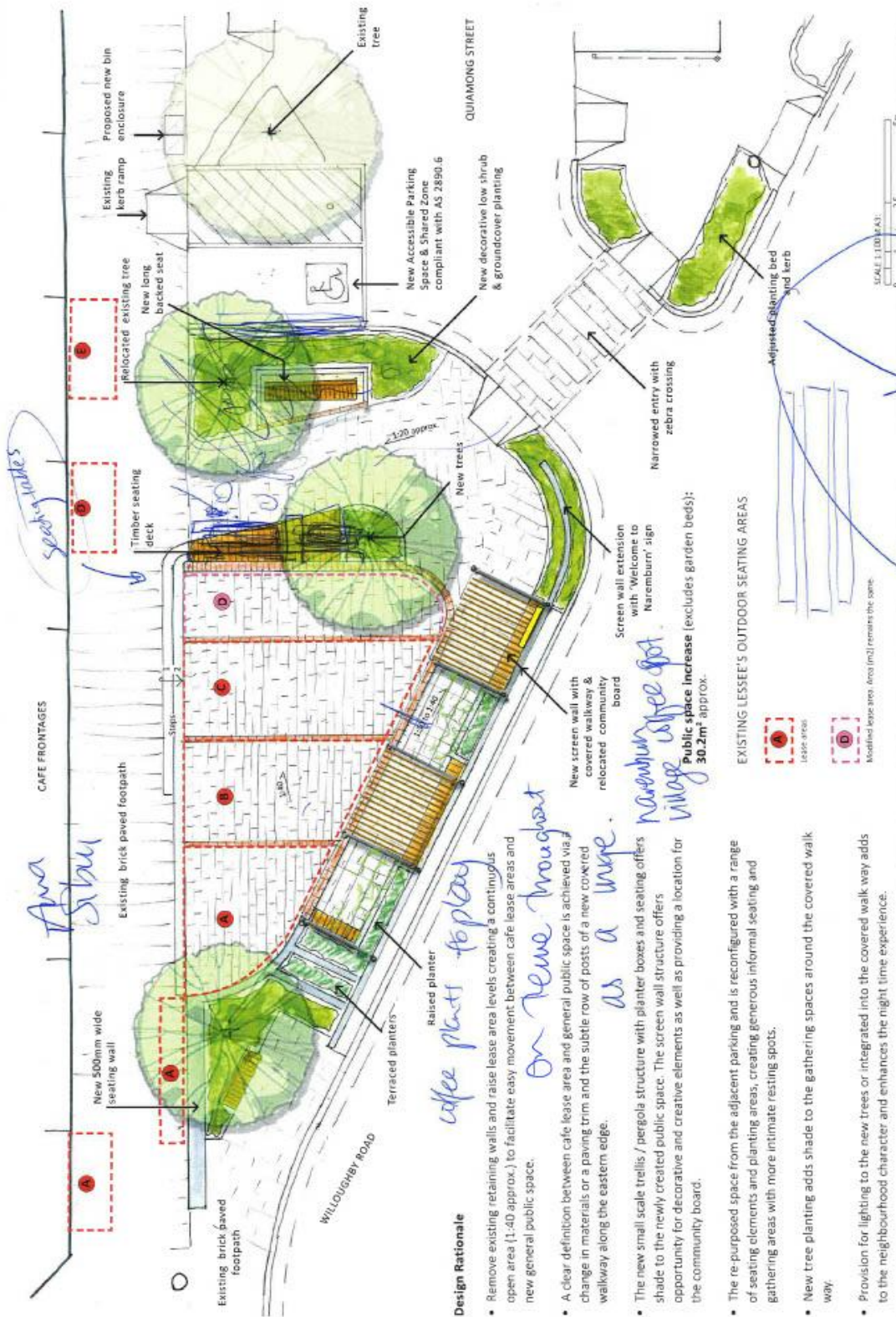


**Design Option 2**  
Preliminary Concepts  
Naremburn Town Centre Upgrades

Page 7  
Date: 30.11.2022  
Issue: For consultation



philippsmarler  
PHILIPPSMARLER ARCHITECTS  
100/100 Market Street, Sydney NSW 2000  
02 9231 1234  
www.philippsmarler.com.au



**Design Rationale**

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*seating tables*

*Ava Sibiri*

*coffee plants to play on fence throughout as a large Naremburn coffee spot village*

*Overall design*

**Design Concept Option 2**  
 Preliminary Concepts  
 Naremburn Town Centre Upgrades



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 Date: 30/11/2022  
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**EXISTING LESSEE'S OUTDOOR SEATING AREAS**

**A** Existing trees  
 Modified space area (area (incl) remains the same)

**D** Existing trees

Public space increase (excludes garden beds): 30.2m<sup>2</sup> approx.

Screen wall extension with 'Welcome to Naremburn' sign

New screen wall with covered walkway & relocated community board

Narrowed entry with zebra crossing

Adjusted planting bed and kerb

QUIAMONG STREET

WILLOUGHBY ROAD

CAFE FRONTAGES

Existing brick paved footpath

New 500mm wide seating wall

Timber seating deck

Relocated existing tree

Proposed new bin enclosure

Existing kerb ramp

New Accessible Parking Space & Shared Zone compliant with AS 2890.6

New decorative low shrub & groundcover planting

New trees

Existing tree

Screen wall extension with 'Welcome to Naremburn' sign

Narrowed entry with zebra crossing

Adjusted planting bed and kerb

Existing trees

Modified space area (area (incl) remains the same)

Existing trees

Modified space area (area (incl) remains the same)

Existing trees

Modified space area (area (incl) remains the same)

Existing trees

Modified space area (area (incl) remains the same)

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Modified space area (area (incl) remains the same)

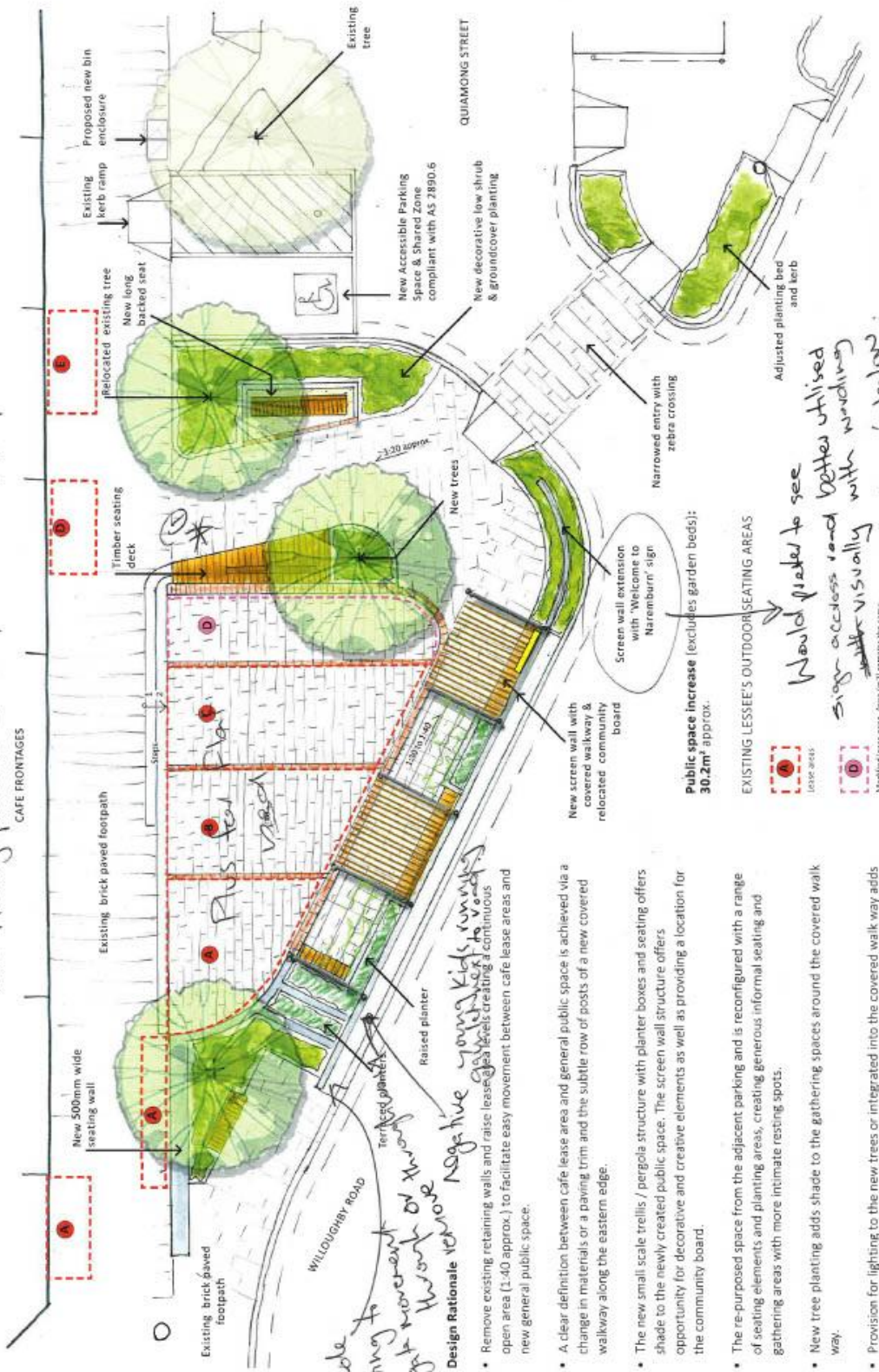
Existing trees

Modified space area (area (incl) remains the same)

Existing trees

Modified space area (area (incl) remains the same)

\*D Moving pedestrians away from road to shops.



include planting to mitigate movement of the road. Negative young kids running. Design Rationale: Remove existing retaining walls and raise lease area levels creating a continuous open area (1:40 approx.) to facilitate easy movement between cafe lease areas and new general public space.

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Would prefer to see sign access road better utilised rather visually with winding village below.





**Design Rationale**

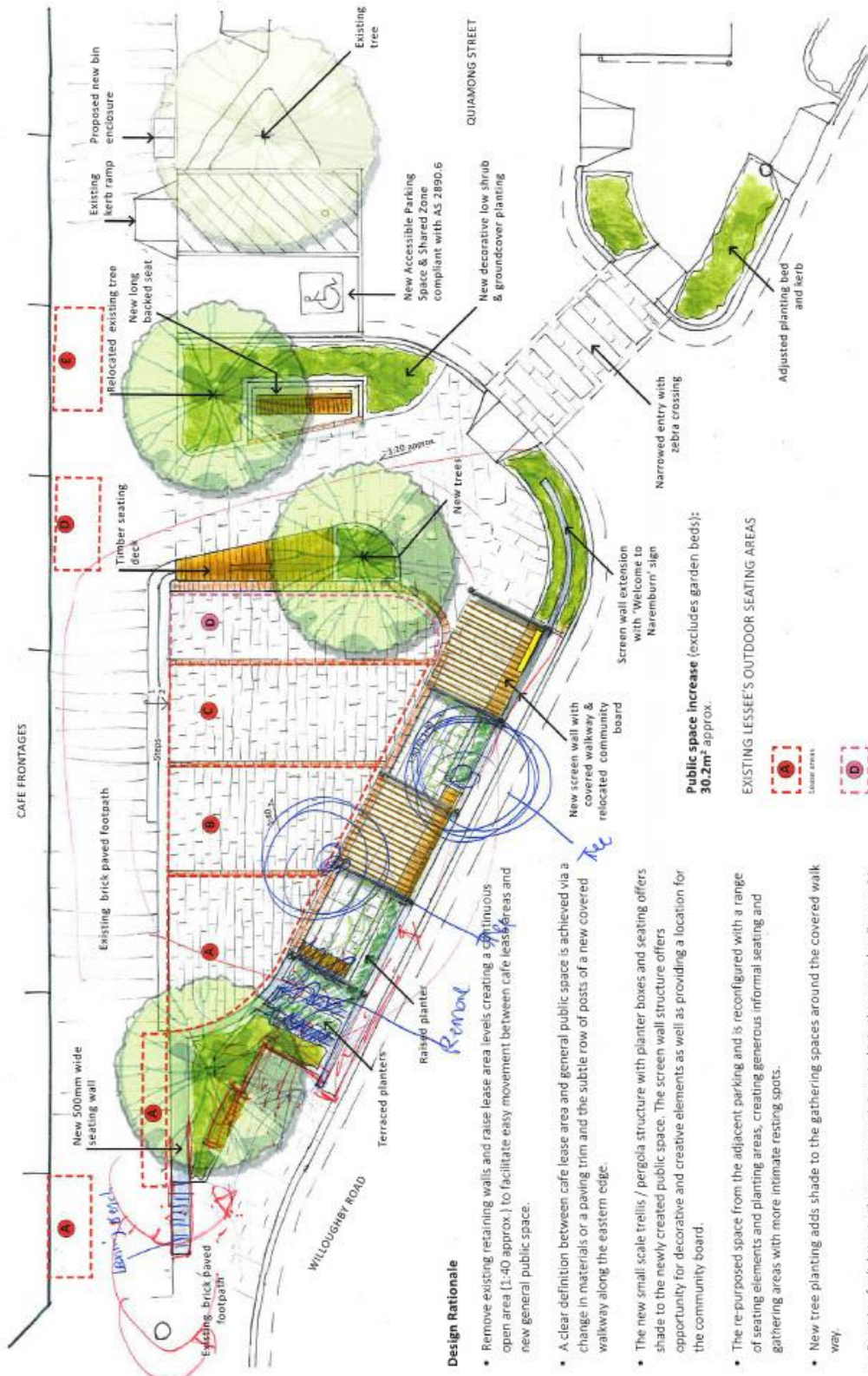
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SCALE 1:100 R.A.S.  
0 1 2 3 4 5m

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WILLOUGHBY CITY COUNCIL

**Design Concept Option 2**  
Preliminary Concepts  
Naremburn Town Centre Upgrades

philippsmarler  
pbc  
Stellen



**Design Rationale**

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**Public space increase (excludes garden beds): 30.2m² approx.**

EXISTING LESSEE'S OUTDOOR SEATING AREAS



Modified lease area. Area (line) remains the same.

SCALE 1:100 (M.A3)



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Date: 30.11.2022  
Issue: For consultation



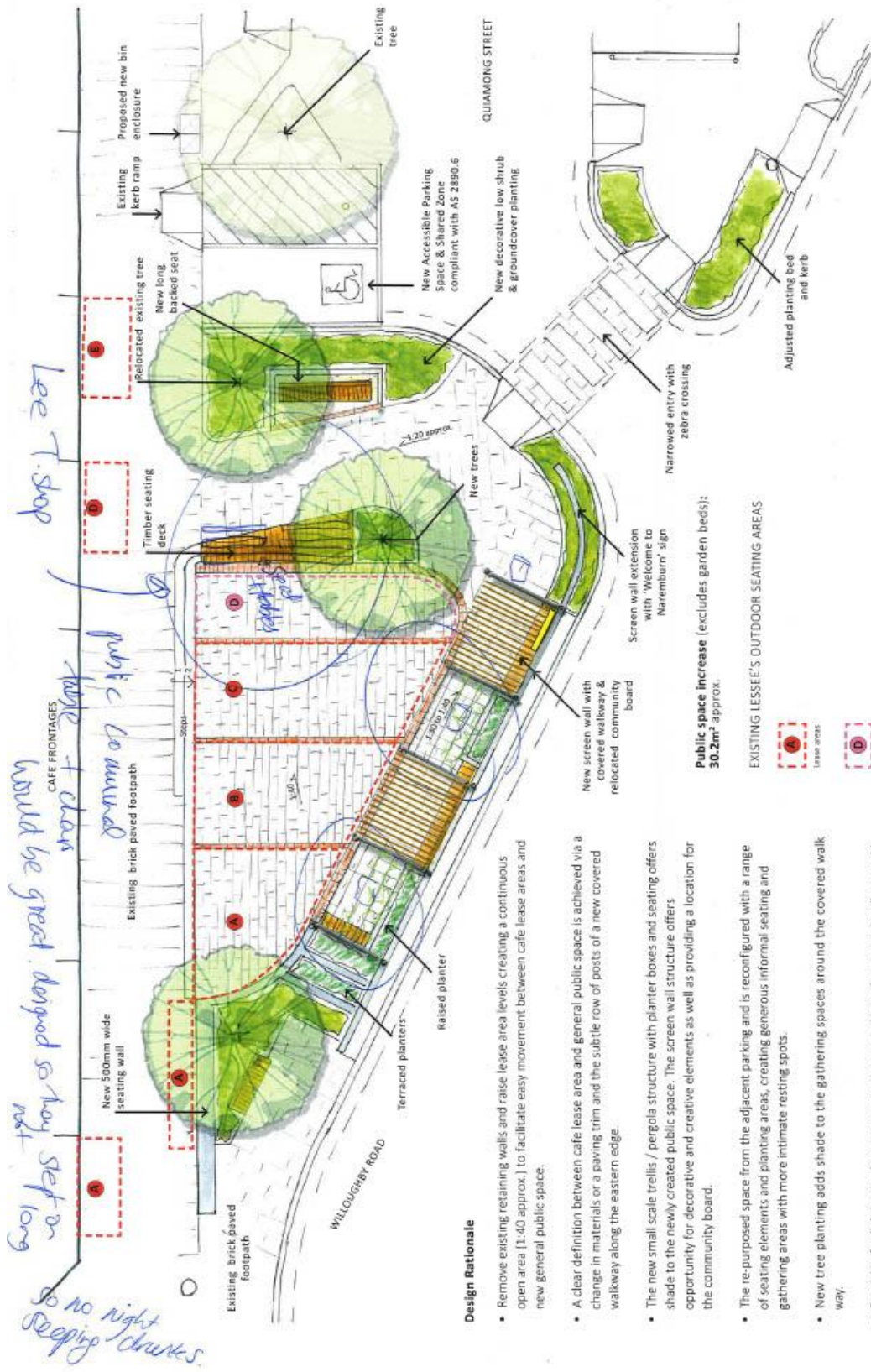
**Design Concept Option 2**

Preliminary Concepts  
Nareburn Town Centre Upgrades



phillip smarter  
Preliminary Concepts  
Nareburn Town Centre Upgrades





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EXISTING LESSEE'S OUTDOOR SEATING AREAS



**Design Concept Option 2**

Preliminary Concepts  
Nareburn Town Centre Upgrades



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Date: 30.11.2022  
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SCALE: 1:100 (H.A.)





- Design Rationale**
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phillipmarler  
pdc  
Stellen

*PREFE OPTION 2*  
CAFE FRONTS



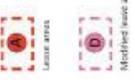
*\* Make trees break of structure to fit*

**Design Rationale**

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EXISTING LESSEE'S OUTDOOR SEATING AREAS



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Date: 30.11.2022  
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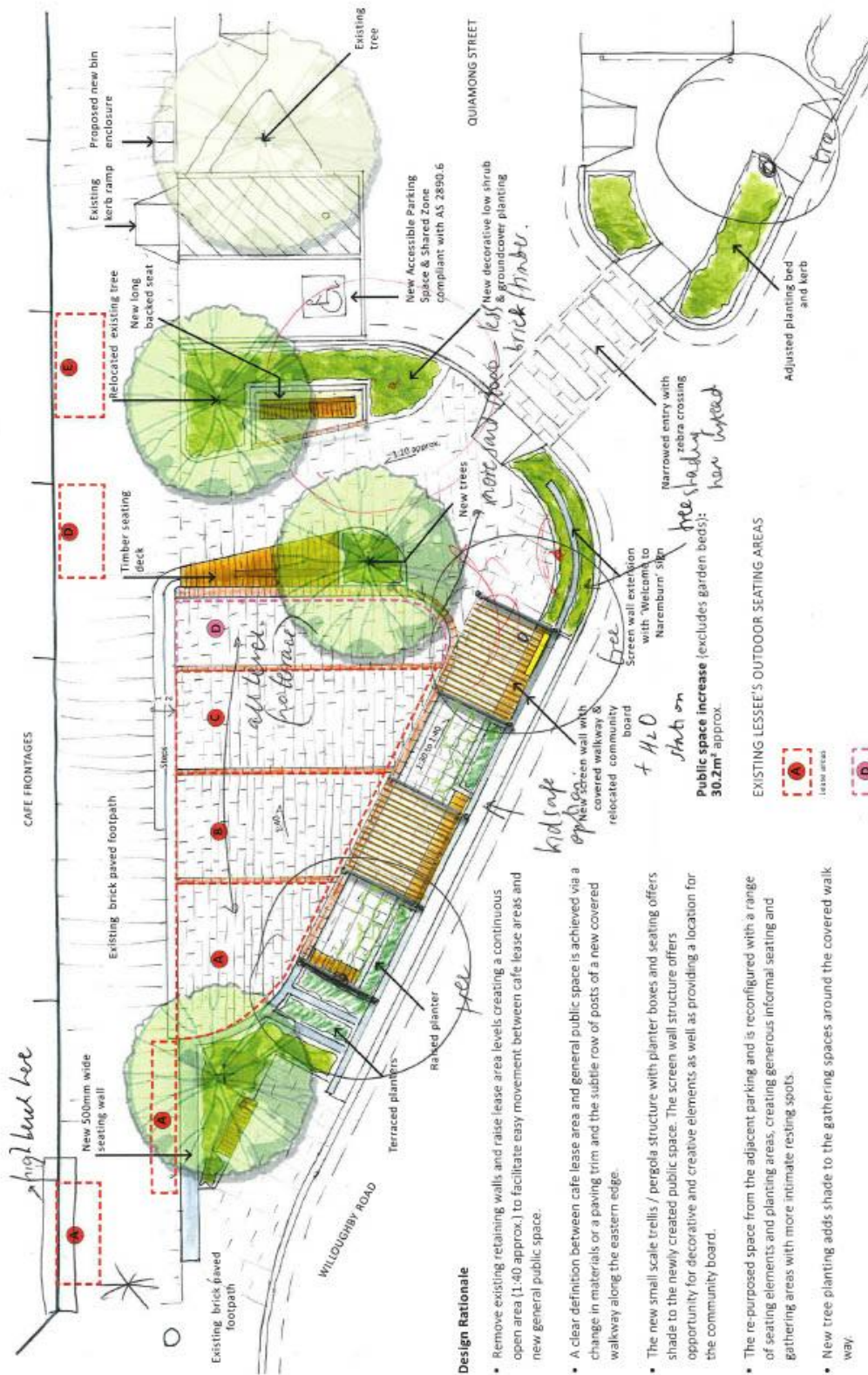


**Design Concept Option 2**

Preliminary Concepts  
Naremburn Town Centre Upgrades



phillipsmarter  
PHILLIP SMARTE CONSULTANTS  
100-102 WILLOUGHBY ROAD, WILLOUGHBY VIC 3156  
PHILLIPSMARTE.COM.AU



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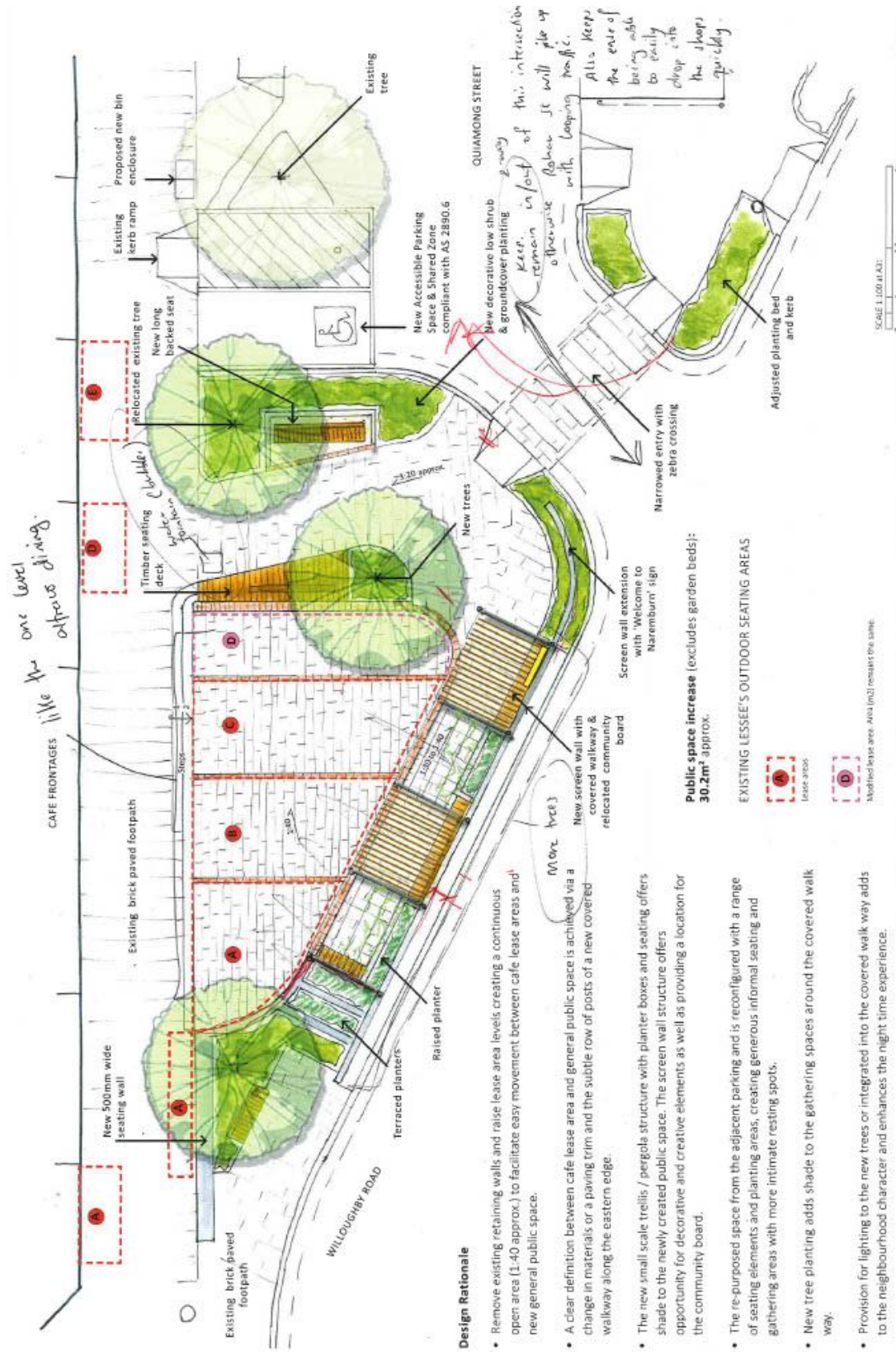
EXISTING LESSEE'S OUTDOOR SEATING AREAS



Public space increase (excludes garden beds): 30.2m<sup>2</sup> approx.

philipsharmer  
 pdc  
 Stellen  
 Design Concept Option 2  
 Preliminary Concepts  
 Naremburn Town Centre Upgrades

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02600\_30-11-2023  
Issue: For consultation



**Design Concept Option 2**  
Preliminary Concepts  
Naremburn Town Centre Upgrades



- Legend:**
-  New 45-Degree Parking Spaces
  -  New Cycle Lane
  -  New Accessible Parking with Shared Zone
  -  New Traffic Signs
  -  Direction of Vehicle Traffic
  -  Cafe-lease areas and new pedestrian space

**Parking Space Changes**

Location	Existing	Proposed	Gain/ Loss
Rohan St (northern side)	10	10 (no change)	-
Quiamomg Street North	14	14 (no change)	-
Rohan St (southern side)	7	11	+4
Quiamomg Street South (in front of leased areas)	18	16	-2
<b>Overall</b>	<b>49</b>	<b>51</b>	<b>+2</b>

**Existing available parking spaces at peak & off-peak times**

Location	Existing
Rohan St (northern side)	10
Rohan St (southern side)	7
Quiamomg Street South (in front of leased areas)	18
Quiamomg Street North	14
<b>Overall</b>	<b>49</b>



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 Issue: For consultation  
 WILLOUGHBY CITY COUNCIL

Proposed Parking & Vehicle Circulation Plan  
 Preliminary Concepts  
 Naremburn Town Centre Upgrades



philippsmarler  
 philippsmarler.com.au  
 1800 000 000

*Handwritten:* Disabled on Rohan St  
 north of Quilomung St

- Legend:**
- New 45-Degree Parking Spaces
  - New Cycle Lane
  - New Accessible Parking with Shared Zone
  - New Traffic Signs
  - Direction of Vehicle Traffic
  - Cafe-lease areas and new pedestrian space



**Parking Space Changes**

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Existing available parking spaces at peak & off-peak times

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Rohan St (northern side)	10
Rohan St (southern side)	7
Quilomung Street South (in front of leased areas)	18
Quilomung Street North	14
<b>Overall</b>	<b>49</b>



*Handwritten:* New 45-Degree Parking Spaces  
 north of Quilomung St  
 will allow access to many people from the car parks to help people to park  
 to help people to park

**Proposed Parking & Vehicle Circulation Plan**  
 Preliminary Concepts  
 Naremburn Town Centre Upgrades



Issue for consultation  
 30-11-2022  
 Page 2

*Agree i flow of traffic in this plan.*



**Legend:**

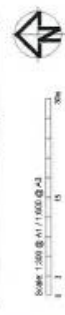
- New 45-Degree Parking Spaces
- New Cycle Lane
- New Accessible Parking with Shared Zone
- New Traffic Signs
- Direction of Vehicle Traffic
- Cafe-lease areas and new pedestrian space

**Parking Space Changes**

Location	Existing	Proposed	Gain/Loss
Rohan St (northern side)	10	10 (no change)	-
Quilamong Street North	14	14 (no change)	-
Rohan St (southern side)	7	11	+4
Quilamong St South (in front of leased areas)	18	16	-2
<b>Overall</b>	<b>49</b>	<b>51</b>	<b>+2</b>

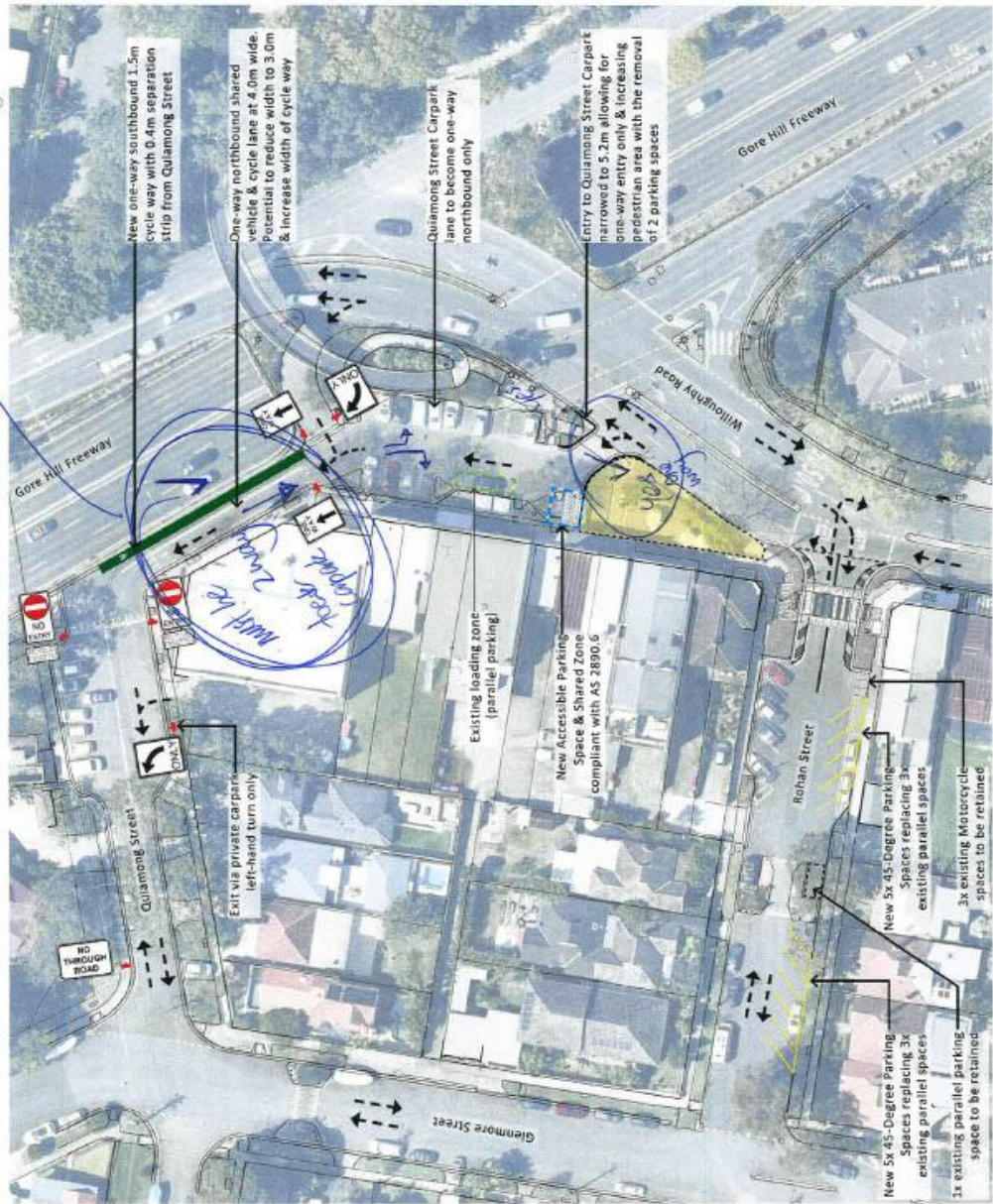
**Existing available parking spaces at peak & off-peak times**

Location	Existing
Rohan St (northern side)	10
Rohan St (southern side)	7
Quilamong Street South (in front of leased areas)	18
Quilamong Street North	14
<b>Overall</b>	<b>49</b>



*to avoid congestion + v fins for a hydrope.*

- Legend:**
- New 45-Degree Parking Spaces
  - New Cycle Lane
  - New Accessible Parking with Shared Zone
  - New Traffic Signs
  - Direction of Vehicle Traffic
  - Cafe-lease areas and new pedestrian space



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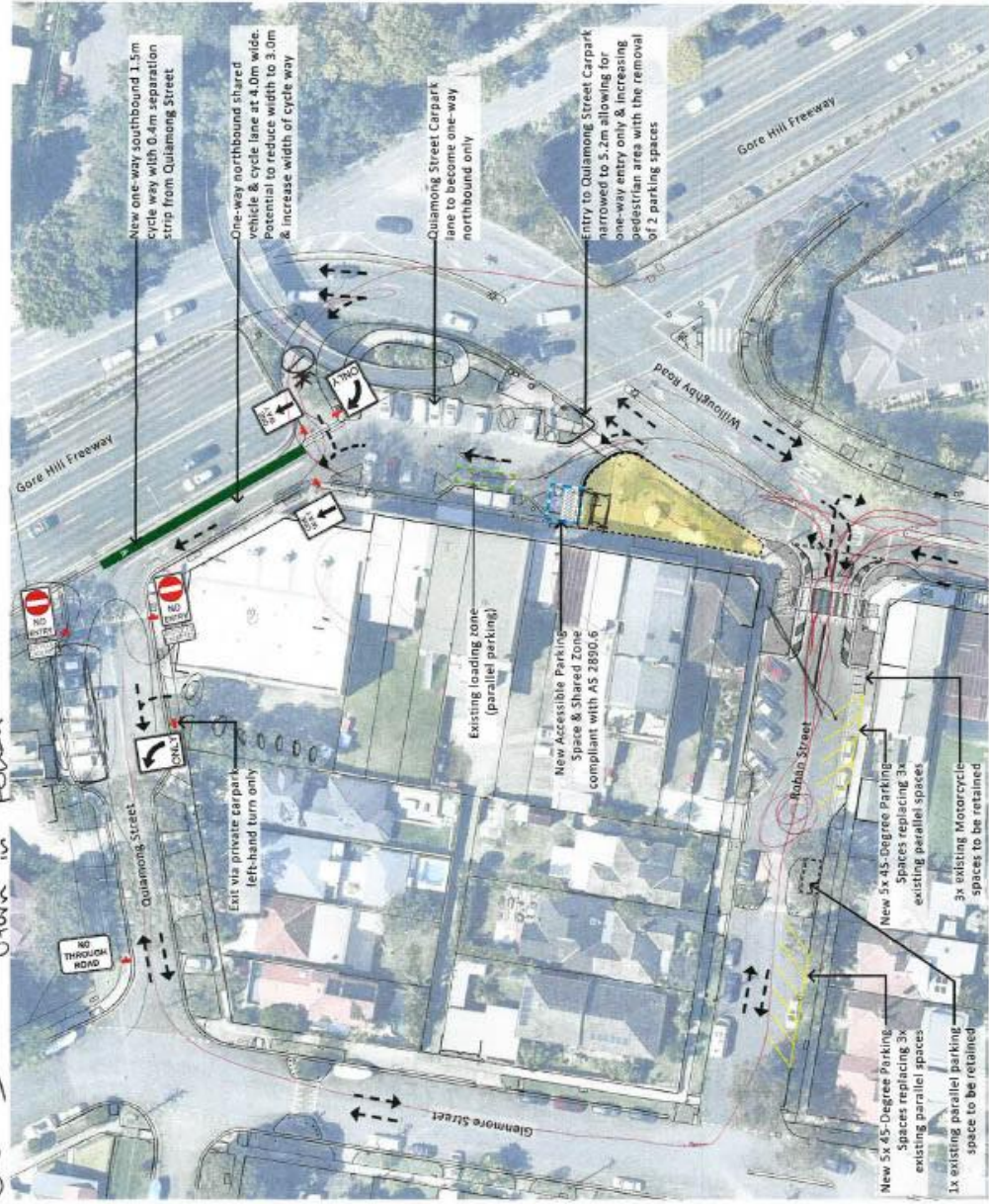
**Page 2**  
 Date: 30.11.2022  
 Issued for consultation  
 WILLOUGHBY CITY COUNCIL

**Proposed Parking & Vehicle Circulation Plan**  
 Preliminary Concepts  
 Naremburn Town Centre Upgrades





① negative southbound Willoughby Rd traffic can not gain access to any park accessibility space without turn in before  
 ② Would like to see New 45-Degree Parking Spaces moved/disabled spaces.



- Legend:**
- New 45-Degree Parking Spaces
  - New Cycle Lane
  - New Accessible Parking with Shared Zone
  - ▲ New Traffic Signs
  - Direction of Vehicle Traffic
  - Cafe-lease areas and new pedestrian space
- Parking Space Changes**

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Existing available parking spaces at peak & off-peak times







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**Proposed Parking & Vehicle Circulation Plan**  
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- Legend:**
-  New 45-Degree Parking Spaces
  -  New Cycle Lane
  -  New Accessible Parking with Shared Zone
  -  New Traffic Signs
  -  Direction of Vehicle Traffic
  -  Cafe/lease areas and new pedestrian space

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**Proposed Parking & Vehicle Circulation Plan**  
 Preliminary Concepts  
 Naremburn Town Centre Upgrades



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 Date: 30.11.2022  
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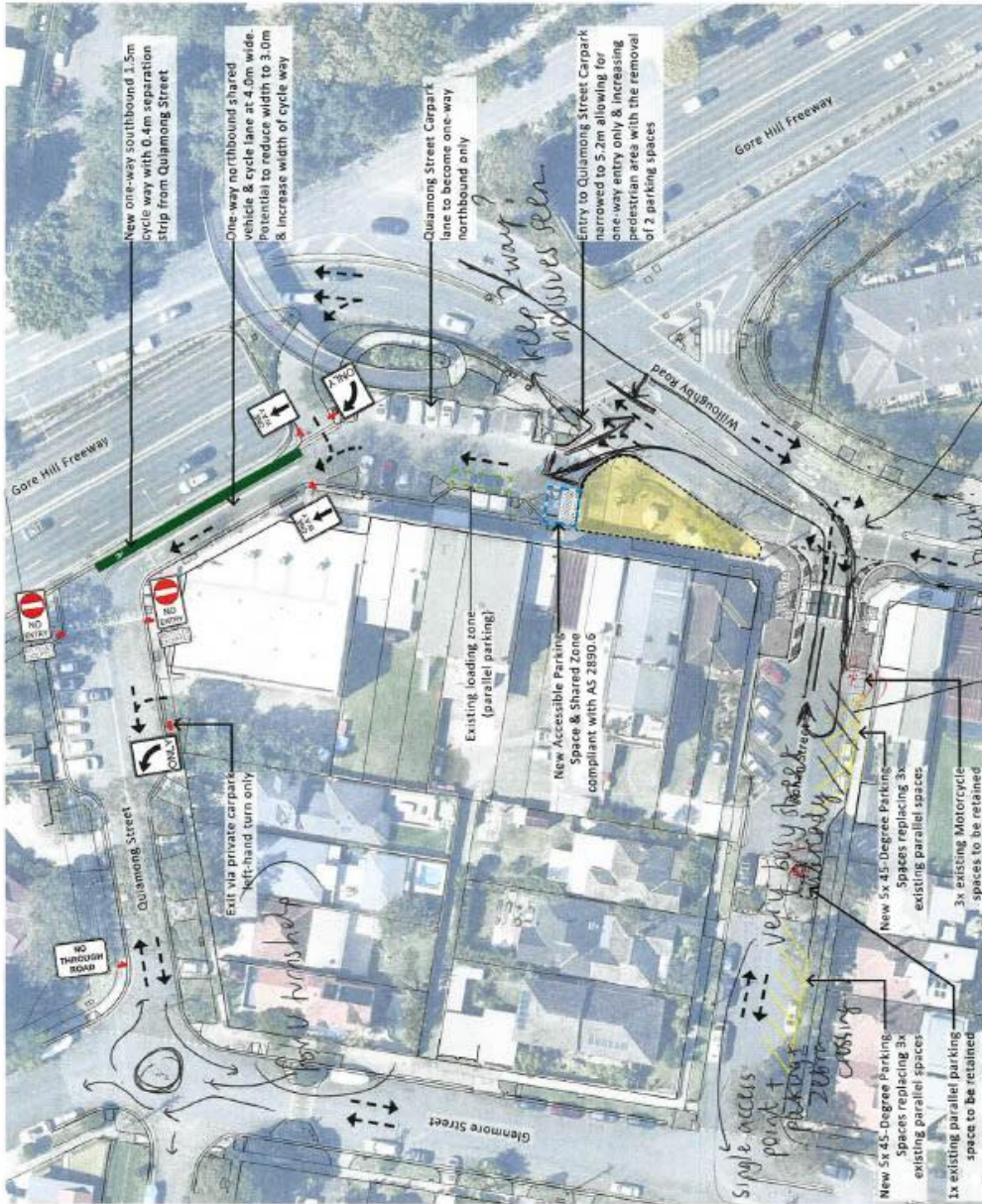
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*keep way? issues re...*

*push road to wall*

*Very busy street*

*Single access point parking turning crossing*

*U-turn issue for access to the car park.*

**philippsmarter**  
 philippsmarter.com.au  
 180 000 000 000  
 100% LOCAL SUPPORT

**Stellen**

**oob**

## Attachment 2



Ref: 0644r01v04

6/02/2023

Phillips Marler  
Suite 203/27/39 Abercrombie St,  
Chippendale NSW 2008

Attention: Julie Marler

**RE: NAREMBURN TOWN CENTRE UPGRADE  
TRAFFIC AND PARKING IMPACT STATEMENT**

Dear Julie,

It is our understanding that Willoughby City Council (Council) is proposing upgrades to the Naremburn Town Centre (study area). In this regard, PDC Consultants has been commissioned by Phillips Marler to provide traffic engineering and parking advisory services to support the upgrade of and investigate the impacts of several proposals aimed at improving pedestrian safety and mitigating public car parking loss.

The study area is defined loosely as the western side of Willoughby Road between and inclusive of Quiamong Street to the north, and the Lifeline Shop at 270 Willoughby Road to the south. Frontage road premises in the study area are largely retail in nature and are sited on B1 Neighbourhood Centre land zoning.

The upgrades will seek to improve pedestrian accessibility and public amenity within the study area and involves changes to either car parking management and provision or traffic circulation, particularly within and around the Quiamong Street car parking area (Car Park) fronting the retail premises north of Rohan Street.

The Car Park is bounded by retail premises to the west and Willoughby Road to the east. Comprised of 19 car parking spaces, the Car Park currently provides convenient parking for visitors of the various restaurants and retail shops located within the study area. Car parking is generally short-term in nature, given implementation of timed "1P" parking restrictions between 8:30am-6:00pm Monday to Friday and 8:30am-4:30pm Saturday and Sunday. Three vehicle accesses are currently provided for the Car Park:

- Willoughby Road: Combined entry/exit driveway located to the immediate southwest of the Willoughby Road / Gore Hill Freeway off ramp intersection, at the southern end of the Car Park.
- Slip Lane: Entry only slip lane from Willoughby Road located to the north of the Willoughby Road / Gore Hill Freeway off ramp intersection, to the north-east of the Car Park.
- Quiamong Street: Entry and exit provided directly via Quiamong Street at the northern end of the Car Park.

In this regard, Council has requested traffic engineering and parking advisory consultancy services to support the design development and assess the impacts of potential changes to traffic circulation within the study area.

**Figure 1** shows the extent of the study area in a local context.

PDC Consultants

ABN: 70 615 064 670

info@pdconsultants.com.au | www.pdconsultants.com.au

+61 2 7900 6514 | Level 14, 100 William Street, Woolloomooloo NSW 2011



Figure 1: Naremburn Town Centre



## PUBLIC AND ACTIVE TRANSPORT

### Public Transport

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan bus stops and railway stations are all areas within a radius of 400 metres and 800 metres, respectively.

Naremburn Town Centre is located at approximately 750 metres to the northeast of St Leonards Railway Station and within 400 metres of multiple bus stops located along Willoughby Road, hence falls within the respective railway and bus stops catchment areas. Visitors of study area currently have excellent access to convenient and frequent public transport services.

### Cycle Network

Naremburn Town Centre has excellent access to the local bicycle network, with the following cycle facilities considered to be noteworthy:

- Off-road cycle paths are provided to the northwest and southeast of the study area, located on the western and eastern side of Gore Hill Freeway respectively.
- On-road cycle path along Quiamong Street (**Figure 2**) and a designated off-road cycle bridge over Willoughby Road, providing connection between off-road cycle paths located on the two sides of the Gore Hill Freeway.
- On-road cycle paths are provided along local street surrounding the Naremburn Town Centre, including Glenmore Street, Rohan Street and Merrenburn Avenue

The bicycle facilities provided in the vicinity of the study area, provides direct, safe, and efficient connectivity between the study area and surrounding locality for sustainable, active transport modes.

**Figure 3** shows the cycle network near the town centre.



**Figure 2: On-street Cycle Path Along Quiamong Street**

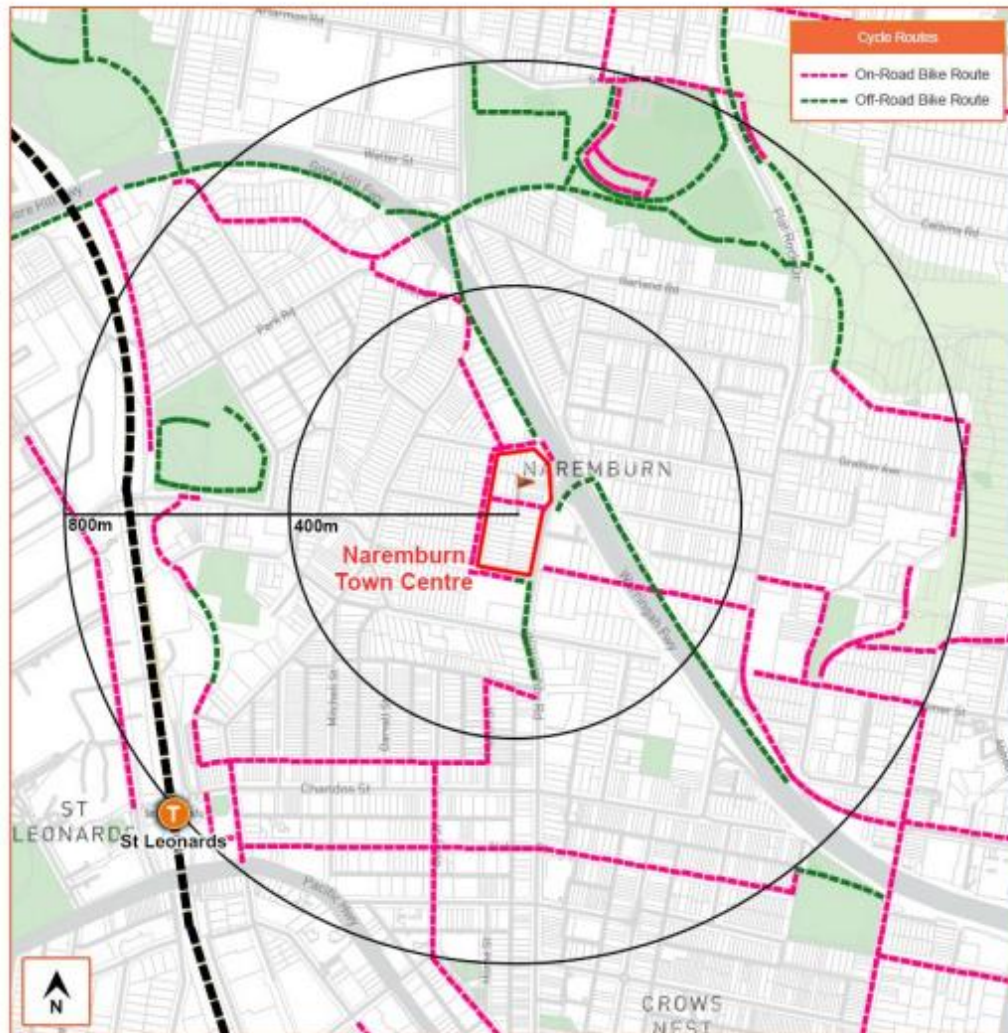


Figure 3: Cycle Network

**HISTORICAL CRASH DATA**

Crash data for the five-year period of 2016 to 2020 was obtained for all recorded incidents within the study area, with crashes by severity illustrated in **Figure 4** and a description of the crashes provided in **Table 1**.



**Table 1: Crash History Data Summary – Year 2016 to 2020**

YEAR	CRASH ID	CRASH TYPE	TYPE OF LOCATION
2016	1119866	Cross Traffic (RUM 30) <sup>1</sup>	T-junction
	1114307	Reversing into Objective (RUM 46) <sup>1</sup>	T-junction
	1110361	Right near collision (RUM 13) <sup>1</sup>	T-junction
2017	1131167	Head on collision (RUM 20) <sup>1</sup>	2-way undivided
	1148724	Rear end collision (RUM 30) <sup>2</sup>	Dual freeway
2018	1169861	Rear end collision (RUM 30) <sup>2</sup>	Dual freeway
	1171722	Rear end collision (RUM 30) <sup>2</sup>	Dual freeway
	1171779	Head on collision (RUM 20) <sup>1</sup>	2-way undivided
	1181640	Rear end collision (RUM 30) <sup>2</sup>	T-junction
2019	1203220	Rear end collision (RUM 30) <sup>2</sup>	Dual freeway
	1220470	Rear end collision (RUM 30) <sup>2</sup>	Dual freeway
2020	1237774	Lane change left collision (RUM 35) <sup>2</sup>	Dual freeway

<sup>1</sup> Road User Movement (RUM) Code



**Figure 4: Crash History Data 2016 – 2020**

A total of 12 crashes were recorded during the five-year period, six (6) of which were rear end crashes on the Gore Hill Freeway and are not relevant to the study area. The remaining six (6) crashes occurred between 2016 and 2019 and equates to a relatively low incident rate. All six (6) accidents are generally considered isolated individual crashes spread across various locations within the study area; there is no discernible trend between those crashes which occurred at or near the study area.





### CAR PARKING OCCUPANCY SURVEY

To gain an understanding of the existing on-street parking demands, car parking occupancy surveys were undertaken of car parking zones within and near the study area. These surveys were undertaken on 16/09/2022 (Friday), 17/09/2022 (Saturday) and 20/09/2022 Tuesday between the hours of 6am – 8pm, for the following locations:

- Quiamong Street (between Willoughby Road and Glenmore Street).
- Rohan Street (between Willoughby Road and Glenmore Street).
- Glenmore Street (between Quiamong Street and Moonbria Street).
- Willoughby Road (between Quiamong Street and 270 Willoughby Road).
- Dodds Street (between Willoughby Road and termination).
- Slade Street (between Central Street and Probate Street).

**Figure 5** below shows the locations of each car parking zones that were identified when the surveys were undertaken. Car parking zone D1 to D5 captures the existing car parking demand and occupancy of the Car Park.

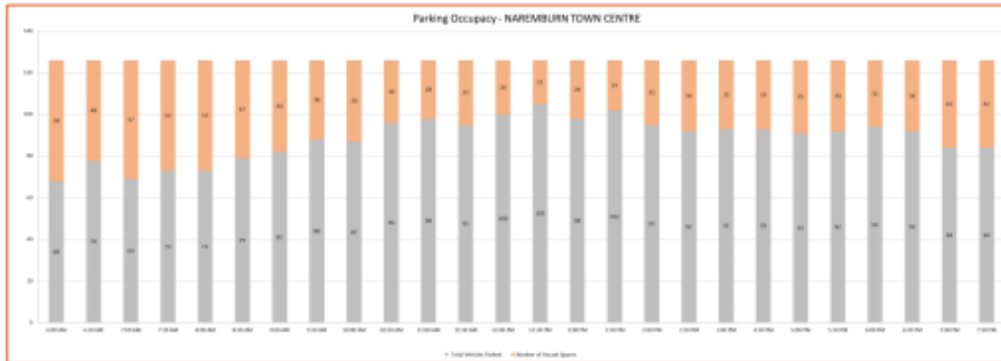
**Chart 1** to **Chart 3** illustrates the results of the parking surveys and identifies the parking demand and space capacities that were observed over the survey period for *all of the parking zones* shown in **Figure 5**. The detailed survey results are also provided as **Attachment 1**. **Chart 4** to **Chart 6** shows the car parking survey results *excluding* the Dodds Street and Slade Street parking areas. **Chart 7** to **Chart 9** illustrates the results of the parking surveys and identifies the parking demand and space capacities that were observed over the survey period for the *Car Park only*.



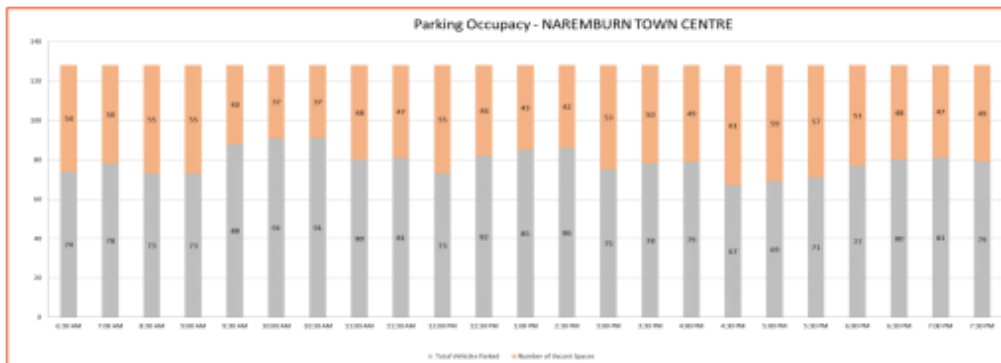
**Figure 5: Car Parking Survey Zoning Map**



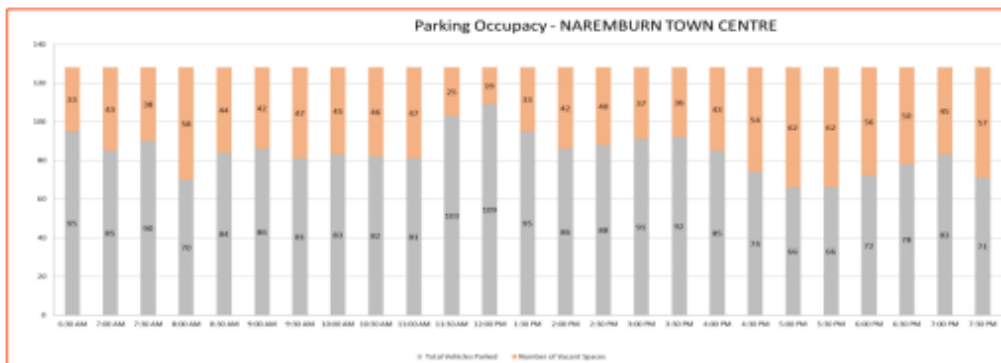
**Chart 1: Existing On-Street Parking Demand for Naremburn Town Centre - Friday**



**Chart 2: Existing On-Street Parking Demand for Naremburn Town Centre - Saturday**

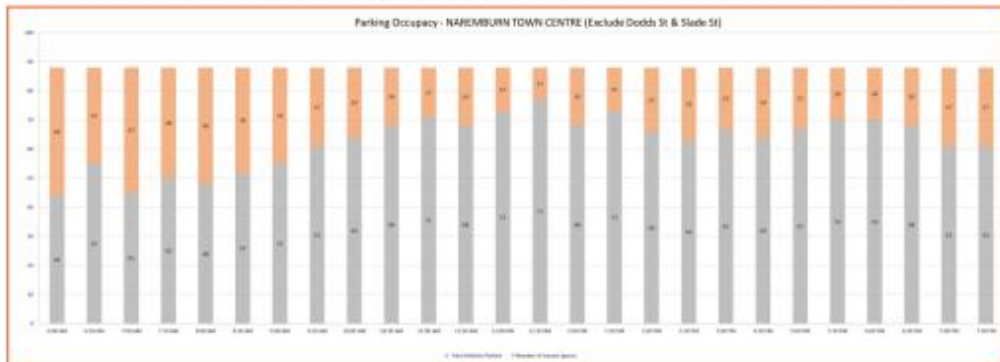


**Chart 3: Existing On-Street Parking Demand for Naremburn Town Centre - Tuesday**

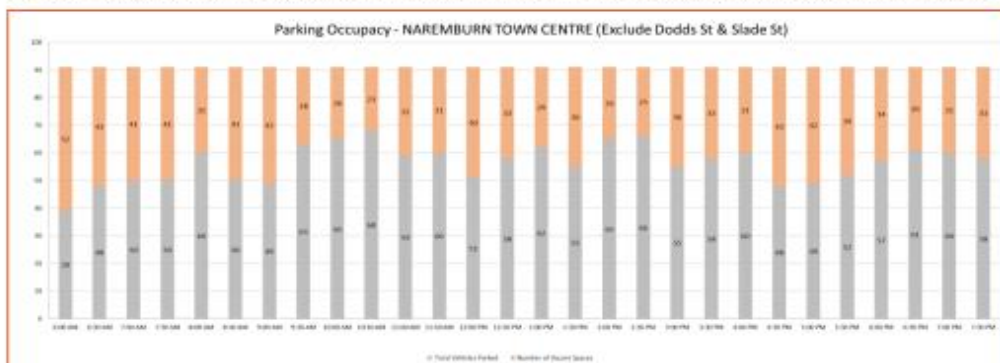




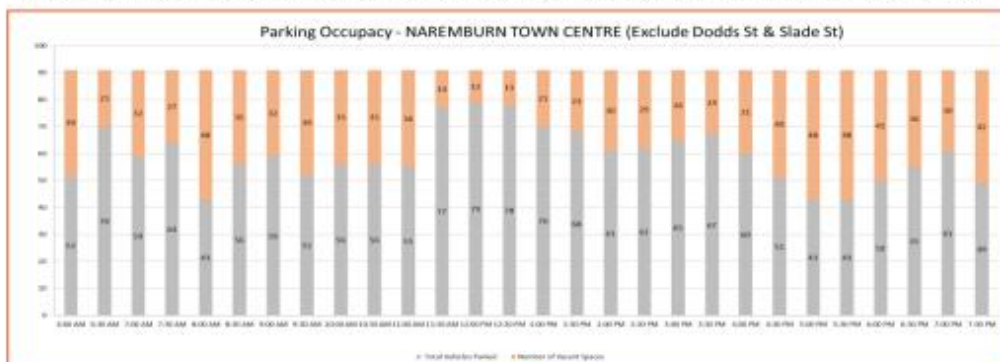
**Chart 4: Existing On-Street Parking Demand for Naremburn Town Centre (Excluding Dodds St & Slade St) - Friday**



**Chart 5: Existing On-Street Parking Demand for Naremburn Town Centre (Excluding Dodds St & Slade St) - Saturday**



**Chart 6: Existing On-Street Parking Demand for Naremburn Town Centre (Excluding Dodds St & Slade St) - Tuesday**

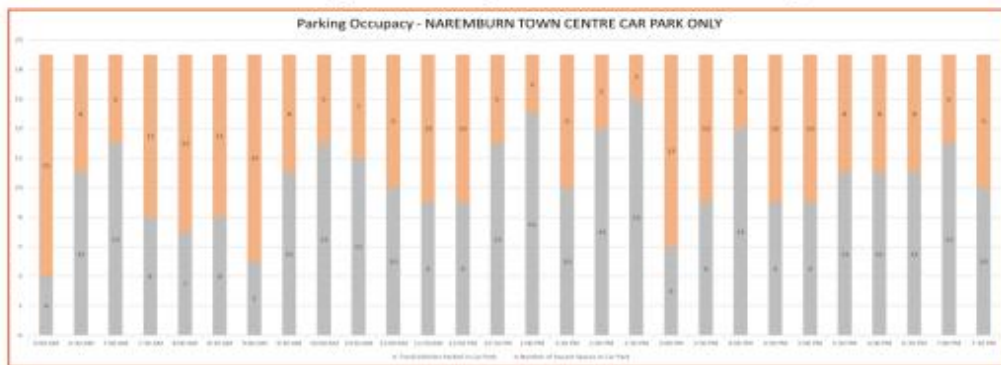




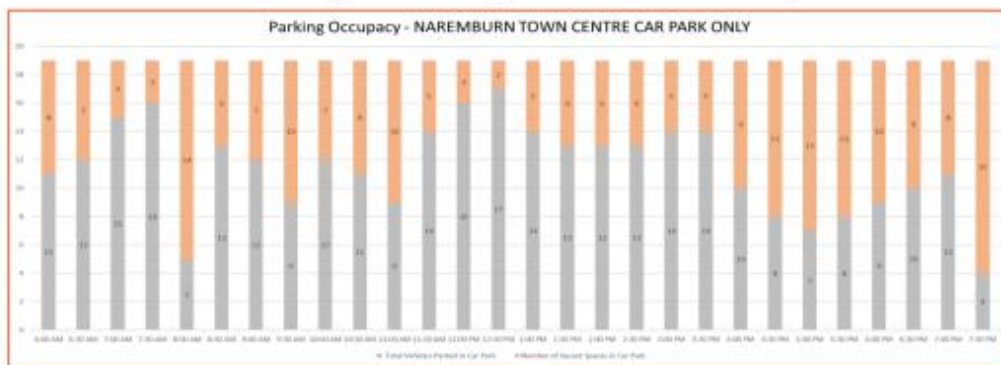
**Chart 7: Existing On-Street Parking Demand for the Car Park - Friday**



**Chart 8: Existing On-Street Parking Demand for the Car Park - Saturday**



**Chart 9: Existing On-Street Parking Demand for the Car Park - Tuesday**





It is evident from **Chart 1 to Chart 9** the study area and the Car Park generally experiences the highest car parking demand on Friday, and is therefore considered to be the worst-case scenario and forms the basis of the following discussion.

In this regard, it is evident from **Chart 1 to Chart 3** that for the entire Naremburn Town Centre on a typical Friday, the car parking demand shows an increasing trend from 6am to 12:30pm and a decreasing trend from 12:30pm to 8pm, with a peak car parking demand for 105 cars observed at 12:30pm. At this time, a total of 21 on-street car spaces were still available within or near the study area which can be used for additional parking.

In addition to the above, it is evident from **Chart 4 to Chart 6** that when Dodds Street and Slade Street are excluded from the on-street parking survey results, the overall availability of on-street parking spaces within the Naremburn Town Centre reduces. On a typical Friday, the car parking demand shows an increasing trend from 6am to 12:30pm and a decreasing trend from 12:30pm to 8pm, with a peak car parking demand for 77 cars observed at 12:30pm. At this time, a total of 11 on-street car spaces were still available within or near the study area which can be used for additional parking.

Furthermore, it is evident from **Chart 7 to Chart 9** that for the Car Park on a typical Friday, a peak parking demand for 19 car spaces (or 100% capacity) was observed which occurred at 6:00pm and 6:30pm. At this time, the car park is fully occupied with no remaining space for additional parking. Car parking demand is also high at 12:30pm which shows a demand of 18 car spaces, meaning that only one (1) car parking space is available within the Car Park.

#### POTENTIAL UPLIFT OF ON-STREET PARKING

The proposed Naremburn Town Centre upgrade will seek to improve pedestrian accessibility and public amenity within the study area, including the pedestrian facilities and landscape areas within the Car Park. The project team has advised that this upgrade would be achieved by removing two (2) car parking spaces within the Car Park.

In this regard, a preliminary on-street parking study was carried out for the Car Park and the surrounding streets to identify any opportunity to provide additional car parking spaces to compensate for the potential loss of parking within the Car Park. Illustration of the designs are provided in **Attachment 3** of this report with the findings summarised as follows:

- There is scope to provide an additional two (2) car parking spaces within the Car Park if the slip lane is closed under design options 2, 3 and 4.
- There is opportunity to replace the six (6) existing parallel car parking spaces and three (3) motorcycle spaces currently located along the southern kerbside of Rohan Street with up to ten (10) 45-degree car parking spaces, resulting in an addition of four (4) on-street car parking spaces, plus four (4) motorcycle spaces, an uplift of one on-street motorcycle space.

The car and motorcycle parking uplift designs would only require the provision of additional linemarking and parking signage. Modifications to Council's verge are not considered to be necessary under either of the designs.

Detailed investigation regarding the design of these car parking spaces will be carried out in a later stage.



**REDISTRIBUTION OF TRAFFIC & IMPACTS**




Five (5) design options of amendments to traffic circulation within the study area were explored as a means of either improving pedestrian safety, creating additional space for car parking, or both. The peak vehicle turning volumes at each of the Car Park access were extracted from the results of a vehicle movement survey, which was undertaken for the Car Park on Thursday 03/02/2022 and Saturday 05/02/2022 between 7am and 10pm. The detailed survey results are also provided as **Attachment 2**.

Discussion on the impacts of each design option on the local road network, including the alternative routes vehicles on banned movements would be required to take, additional travel distance and time, and road network performance on affected routes, are also provided in **Table 2**.

**Table 2: Design Options and Their Associated Traffic Impact**

DESIGN OPTION DESCRIPTION	ILLUSTRATION OF TRAFFIC MOVEMENT BAN AND VEHICLE DETOUR	TRAFFIC IMPACT
<p>1. Banning of left turn into the Car Park at the Willoughby Road Access.</p>		<p>Vehicles currently accessing the Car Park via Willoughby Road would instead go straight at the intersection and turn left at the slip lane.</p> <p>This results in a minor increase in travel distance of 50 metres and would affect up to 42 vehicles per hour (vph) who currently enter via the Willoughby Road access.</p> <p>Measure would help improve pedestrian safety at the access by removing a traffic movement.</p>
<p>2. Closure of the slip lane.</p>		<p>Vehicles currently accessing the Car Park from the Gore Hill Freeway off ramp via the slip lane would need to take a detour of approximately 350 metres and use Quiamong Street instead.</p> <p>Very few vehicles currently enter the Car Park via the slip lane, at up to 11 vph.</p> <p>Has the potential to improve pedestrian safety in the Car Park by removing a vehicular entry point.</p> <p>Would enable an increase of two (2) car spaces.</p>



<p>3. Closure of the slip lane and make Willoughby Road access one-way entry only.</p>		<p>For consideration of closure of the slip lane, see #2 above.</p> <p>Closure of the exit movement onto Willoughby Road would mean all departing vehicles must use Quiamong Street at a detour of approximately 350 metres. Currently, up to 46 vph depart the Car Park via Willoughby Road.</p> <p>Measure would help improve pedestrian safety at the access by removing a traffic movement.</p>
<p>4. Closure of the slip lane and make Willoughby Road access one-way exit only.</p>		<p>For consideration of closure of the slip lane, see #2 above.</p> <p>It is expected that a maximum of 53 vehicles would be impacted each hour during the peak period under this design option. This is not expected to have any material impact on the performance of the road network.</p> <p>Measure would help improve pedestrian safety at the access by removing a traffic movement.</p>
<p>5. Make Quiamong Street one-way westbound.</p> <p><i>A more detailed signage and linemarking plan is shown in Attachment 3</i></p>		<p>Vehicles currently accessing via the Quiamong Street access would take a detour of approximately 210 metres and access the via Willoughby Road instead.</p> <p>Up to 40 vph would be affected by the detour.</p> <p>All vehicles to exit the car park via Quiamong Street.</p> <p>Potential safety improvements to pedestrian and cyclists along Quiamong Street through conversion to one-way; cycle lane would remain two-way.</p>



### DESIGN OPTION RECOMMENDATION

Whilst all of the five (5) design options presented have the potential to improve pedestrian safety, create additional space for car parking, and create a more pedestrian friendly environment within the Naremburn Town Centre, it is recommended that the Option 5 proposal to make Quiamong Street one-way westbound only (exit-only from the Car Park) has the best potential to achieve Council's objectives for the Naremburn Town Centre upgrade.

In addition to the Option 5, a further recommendation is to convert the Willoughby Road access to entry-only, thereby prohibiting exit movements from the Car Park onto Willoughby Road.

The impacts of implementing these measures are as follows:

- Improve traffic circulation efficiency and reduce congestion at the Willoughby Road access by removing vehicles departing the Car Park onto Willoughby Road.
- Improve the existing cycle facility along Quiamong Street by providing a separated contraflow southbound cycle lane, with the proposals removing the respective vehicular traffic movements here in turn removing potential conflict for these cyclists with vehicles.
- Maintain a low-speed environment along Quiamong Street by reducing the overall trafficable lane width.
- Improve pedestrian safety by reducing the pedestrian crossing width at the Willoughby Road access of the Car Park and having this section of the Car Park one-way by prohibiting the 'exit' movement onto Willoughby Road.
- Reduce vehicle and pedestrian conflicts within the Car Park by converting it to one-way northbound only.
- All traffic using the Willoughby Road slip lane to enter the Car Park must turn right, and therefore could only park along the east-west aligned section of Quiamong Street near Glenmore Street, or elsewhere on the local on-street parking network. The volume of vehicles using this slip lane is small at a maximum of 11 vehicles per hour and so this is expected to have little impact on customer amenity.
- Vehicles previously departing the Car Park via Willoughby Road would be required to use Quiamong Street, Glenmore Street, and Rohan Street as an alternative route to Willoughby Road. This is a detour of approximately 350 metres which should take less than one (1) minute to complete.
- Vehicular traffic along Quiamong Street, Glenmore Street, and Rohan Street will increase slightly because of the above detour. The maximum hourly traffic volume currently departing the Car Park via the Willoughby Road access is 45 vehicles, recorded on Saturday at 10:45-11:45, or one (1) vehicle every 80 seconds.
- This increase in vehicular traffic will result in more vehicles using the newly provided pedestrian crossing facility across Rohan Street at Willoughby Road; however, the presence of "Keep Clear" road markings on Willoughby Road should ensure any increased queuing on Rohan Street and across the pedestrian crossing point is mitigated.
- Public transport facilities will not be impacted in any way.
- Access to the liquor store at 316 Willoughby Road, fronting Quiamong Street, will be retained as the one-way section will commence downstream (to the east) of the vehicular driveway access.

Liaison has been held with representatives from Council and the project team during the development and identification of design options and the above recommendation. It has been concurred by Council and the project team that the above combination of proposals is preferred and should be investigated further during the master planning stage.





The above traffic circulation proposals will be implemented in conjunction with other modifications to the Naremburn Town Centre in achieving Council's objectives. These include the removal of some car spaces within the Car Park to reassign land for other purposes to the improvement of public amenity and pedestrian accessibility, as well as the uplift of on-street car parking along Rohan Street to offset this loss within the Car Park.

The proposed works are in line with the vision for Naremburn Town Centre, as set out in the Willoughby Local Centre Strategy 2036. Any of the suggested changes to traffic circulation and on-street parking within the study area are not expected to have any impact on future developments of the Town Centre.

#### SUMMARY

- PDC Consultants has been commissioned by Phillips Marler to provide traffic engineering and parking advisory services to support the upgrade of Naremburn Town Centre.
- The upgrades will seek to improve pedestrian accessibility and public amenity within the study area and involves changes to either car parking management and provision or traffic circulation, particularly within and around the Quiamong Street Car Park fronting the retail premises north of Rohan Street.
- Five (5) design options, as described in **Table 2** were explored which all includes amendments to traffic circulation within the study area. Assessment of each design options confirms that a minimum of 11 vehicles and a maximum of 53 vehicles will be redistributed. Traffic impacts of all five (5) design options are considered to be acceptable, with minimal impact on performance of the surrounding road network.
- Liaison with representatives from Council and the project team helped identify the recommended proposals which form a combination of Option 5 plus further broader measures across the Naremburn Town Centre.
- Results of the preliminary on-street car parking study shows that there is opportunity to provide an addition of two (2) car parking spaces within the Car Park under design options 2, 3 and 4, and four (4) additional 45-degree car parking spaces along Rohan Street, plus one (1) additional motorcycle space, under all design options.

The proposed development is therefore supportable on traffic planning grounds. Please contact the undersigned should you have any queries or require any further information.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jay Wu', written over a light blue horizontal line.

**Jay Wu**

Traffic Engineer, PDC Consultants

Email: [jay@pdcconsultants.com.au](mailto:jay@pdcconsultants.com.au)

*Attachments:*

- 1) *Parking Survey Results*
- 2) *Vehicle Turn Counts*
- 3) *Car Parking, Signage and Linemarking Design*



Attachment 1





ZONE	UID	Street Name	Parking Restrictions	No. of Spaces				
A	A1	Quiamong Road	No Restrictions	4	Bays	3.20%	of Total Capacity	
A	A2	Quiamong Road	No Restrictions	9	Bays	7.20%	of Total Capacity	
A	A3	Quiamong Road	2P 8:30AM - 6PM MON - FRI Authorized Residents Vehicles Excepted	10	Bays	8.00%	of Total Capacity	
A	A4	Quiamong Road	No Restrictions	2	Bays	1.60%	of Total Capacity	
A	A5	Quiamong Road	2P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	8	Bays	6.40%	of Total Capacity	
A	A6	Quiamong Road	No Restrictions	4	Bays	3.20%	of Total Capacity	
B	B1	Glenmore Street	No Restrictions	5	Bays	4.00%	of Total Capacity	
B	B2	Glenmore Street	No Restrictions	2	Bays	1.60%	of Total Capacity	
B	B3	Glenmore Street	No Restrictions	4	Bays	3.20%	of Total Capacity	
C	C1	Rohan Street	No Restrictions	3	Bays	2.40%	of Total Capacity	
C	C2	Rohan Street	1P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	1	Bays	0.80%	of Total Capacity	
C	C3	Rohan Street	1/4P 7:30AM - 1PM 1P 1PM - 6PM	6	Bays	4.80%	of Total Capacity	
C	C4	Rohan Street	2P 8:30AM - 6PM MON-FRI 8:30AM - 4:30PM SAT-SUN Authorized Residents Vehicles Excepted	3	Bays	2.40%	of Total Capacity	
C	C5	Rohan Street	2P 8:30AM - 6PM MON-FRI 8:30AM - 4:30PM SAT-SUN Authorized Residents Vehicles Excepted	1	Bays	0.80%	of Total Capacity	
C	C6	Rohan Street	1P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	3	Bays	2.40%	of Total Capacity	
D	D1	Willoughby Road	1/2P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	4	Bays	3.20%	of Total Capacity	
D	D2	Willoughby Road	MAIL ZONE 2.45PM-3.30PM 5.45PM-7.30PM SUN - FRI LOADING ZONE 6.00AM - 2.45PM MON - FRI	1	Bays	0.80%	of Total Capacity	
D	D3	Willoughby Road	Disable Parking	1	Bays	0.80%	of Total Capacity	
D	D4	Willoughby Road	1/2P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	2	Bays	1.60%	of Total Capacity	
D	D5	Willoughby Road	1P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	11	Bays	8.80%	of Total Capacity	
D	D6	Willoughby Road	1P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	2	Bays	1.60%	of Total Capacity	
D	D7	Willoughby Road	1/4P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	2	Bays	1.60%	of Total Capacity	
E	E1	Dodds Street	No Restrictions	6	Bays	4.80%	of Total Capacity	
E	E2	Dodds Street	4P 8:30AM - 6PM MON - FRI 8:30AM - 4:30PM SAT - SUN	7	Bays	5.60%	of Total Capacity	
F	F1	Slade Street	No Restrictions	12	Bays	9.60%	of Total Capacity	
F	F2	Slade Street	No Restrictions	12	Bays	9.60%	of Total Capacity	
<b>Total Capacity</b>				<b>125</b>	<b>Bays</b>	<b>100.00%</b>	<b>of Total Capacity</b>	

Traffic Information Specialist

ABN: 42 613 389 923

Email info@tistraffic.com.au



Location	Northwest Town Center
Suburb	Waldensville
Client	POC
Job No./Name	22119
Survey Duration	18 Hours
City/Date	Saturday, 17 September 2022

Street	Street Name	Parking Configuration	Parking Restrictions	Capacity	6:00 AM - 7:00 AM	7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 AM - 10:00 AM	10:00 AM - 11:00 AM	11:00 AM - 12:00 PM	12:00 PM - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM	7:00 PM - 8:00 PM	8:00 PM - 9:00 PM	9:00 PM - 10:00 PM	10:00 PM - 11:00 PM	11:00 PM - 12:00 AM
A_01	Quarrying Road	Parallel	No Restrictions	4	1	1	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1
A_02	Quarrying Road	Parallel	No Restrictions	8	4	4	4	4	3	3	3	3	3	3	4	4	4	4	4	4	4	4
A_03	Quarrying Road	Parallel	2P 8:30AM - 4PM MON - FRI Advanced Machine Vehicle Excluded	10	7	7	8	7	9	9	7	6	5	6	8	7	7	7	7	7	7	7
A_04	Quarrying Road	Parallel	No Restrictions	2	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
A_05	Quarrying Road	W-Arched Parking Vehicle Under 100Cwv	2P 8:30AM - 4PM MON - FRI Advanced Machine Vehicle Excluded	8	5	5	5	6	6	6	5	4	4	5	6	5	4	6	5	7	8	7
A_06	Quarrying Road	Parallel	No Restrictions	4	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2
B_01	Garrison Street	Parallel	No Restrictions	8	2	2	2	2	3	4	2	3	2	4	5	4	4	4	4	4	4	4
B_02	Garrison Street	Parallel	No Restrictions	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
B_03	Garrison Street	Parallel	No Restrictions	4	3	3	3	3	4	4	3	3	3	4	4	4	4	4	4	4	4	4
C_01	Robin Street	Parallel	No Restrictions	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
C_02	Robin Street	Parallel	No Restrictions	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C_03	Robin Street	W-Arched Parking Vehicle Under 100Cwv	2P 8:30AM - 4PM MON - FRI Advanced Machine Vehicle Excluded	6	2	4	5	3	4	6	6	4	6	6	6	6	6	6	6	6	6	6
C_04	Robin Street	Parallel	No Restrictions	4	2	2	2	2	3	3	4	4	2	3	4	4	4	4	4	4	4	4
C_05	Robin Street	Parallel	No Restrictions	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C_06	Robin Street	Parallel Parking Only	No Restrictions	3	0	1	2	2	1	1	3	2	3	2	3	2	3	2	3	2	3	2
D_01	Willoughby Road	W-Arched Parking Vehicle Under 100Cwv	2P 8:30AM - 4PM MON - FRI Advanced Machine Vehicle Excluded	4	1	1	1	2	3	2	3	2	3	4	4	4	4	4	4	4	4	4
D_02	Willoughby Road	Parallel Parking Only	No Restrictions	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
D_03	Willoughby Road	W-Arched Parking Vehicle Under 100Cwv	2P 8:30AM - 4PM MON - FRI Advanced Machine Vehicle Excluded	2	1	2	2	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2
D_04	Willoughby Road	W-Arched Parking Vehicle Under 100Cwv	2P 8:30AM - 4PM MON - FRI Advanced Machine Vehicle Excluded	11	5	8	10	5	4	6	6	5	7	10	11	7	9	11	2	5	9	5
D_05	Willoughby Road	Parallel	No Restrictions	2	0	0	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
D_06	Willoughby Road	Parallel	No Restrictions	2	0	0	0	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
D_07	Willoughby Road	Parallel	No Restrictions	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E_01	Doddle Street	Parallel	No Restrictions	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
E_02	Doddle Street	Parallel	No Restrictions	12	6	6	8	7	6	5	6	6	6	6	6	6	6	6	6	6	6	6
F_01	Stack Street	Parallel	No Restrictions	12	10	10	10	8	7	8	8	7	7	8	7	8	7	8	7	8	7	8
F_02	Stack Street	Parallel	No Restrictions	128	66	74	78	62	73	66	61	66	61	66	61	66	61	66	61	66	61	66
		Total Vehicles Parked		63	54	50	52	46	55	40	27	48	47	55	46	43	54	45	42	52	49	61
		Number of Vacant Spaces		56.8%	57.8%	58.8%	56.1%	57.8%	62.8%	63.2%	67.8%	66.1%	66.1%	66.4%	66.4%	66.4%	66.4%	66.4%	66.4%	66.4%	66.4%	66.4%
		% of Capacity Used		19	4	11	12	8	7	8	8	11	12	18	9	8	12	18	14	16	9	14
		Total Vehicles Parked in Car Park		35	8	6	11	12	11	14	8	6	7	9	10	10	6	4	9	5	3	13
		Number of Vacant Spaces in Car Park		21.1%	37.8%	48.4%	42.1%	36.8%	44.1%	39.2%	48.8%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%
		% of Capacity Used																				





Attachment 2

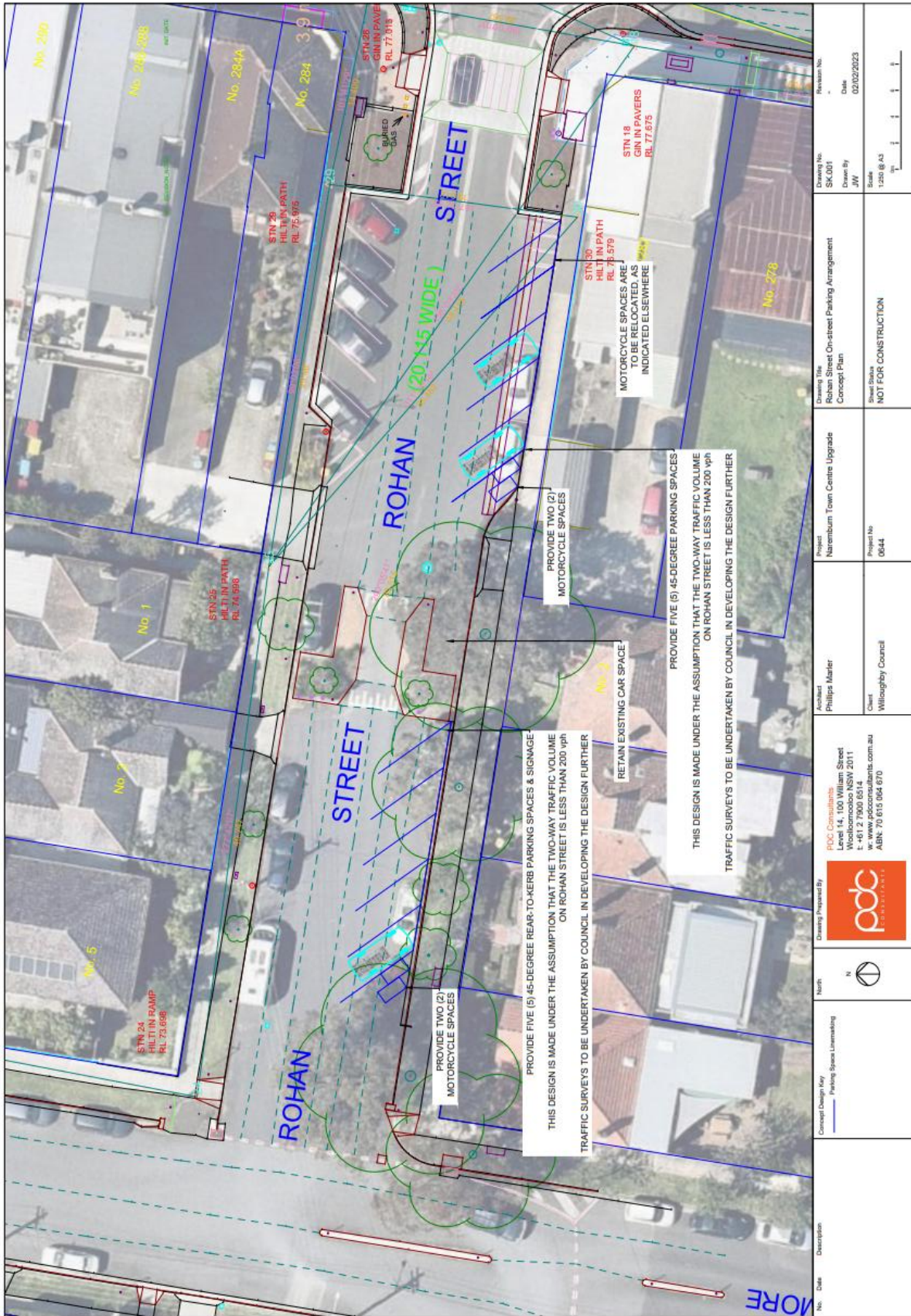




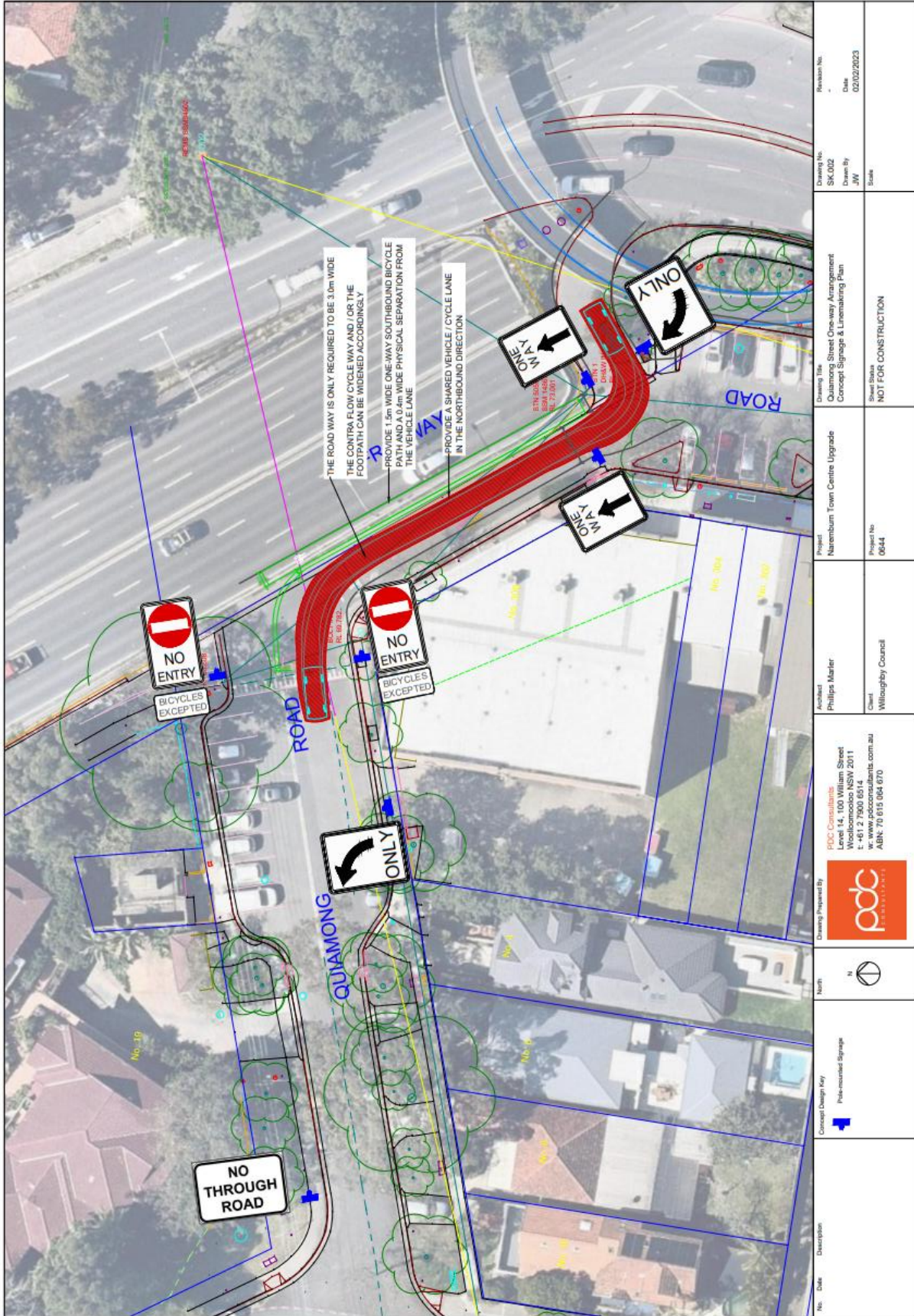


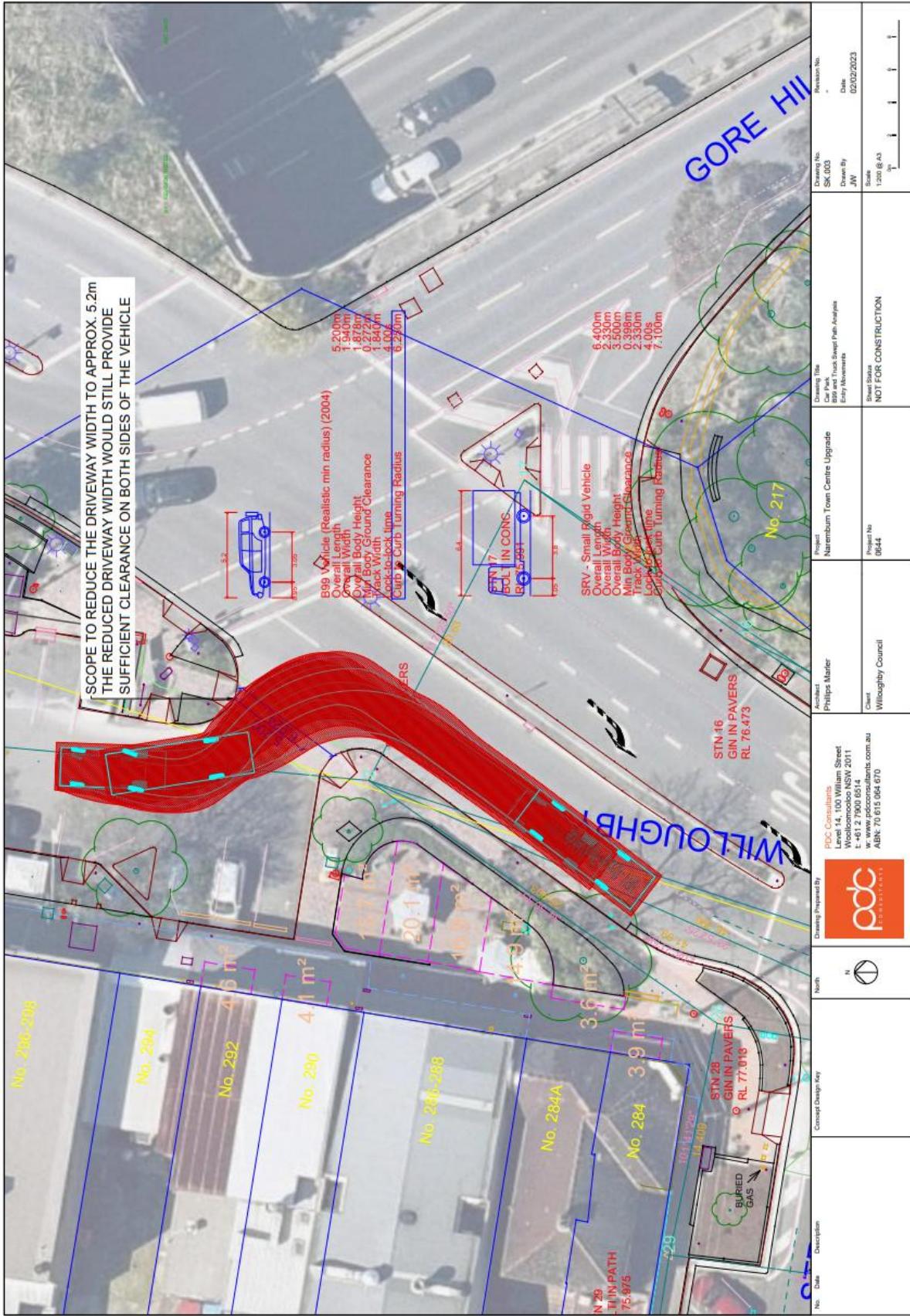


Attachment 3



No. Date	Discipline	Concept Design Key Parking Space Unmarking	North N	<p>County Prepared By <b>pdc CONSULTANTS</b></p> <p>Level 14, 100 William Street Woolloomoo NSW 2011 T: +61 2 7900 6514 W: www.pdcconsultants.com.au ABN: 70 613 604 676</p>	<p>Architect Phillips Marler</p> <p>Client Willoughby Council</p>	<p>Project Naremburn Town Centre Upgrade</p> <p>Project No 0644</p>	<p>Drawn By JHF</p> <p>Scale 1:250 @ A3</p>	<p>Revision No. 02/02/2023</p>	
<p>Drawn By SK 081</p> <p>Scale 1:250 @ A3</p>		<p>Drawn By JHF</p> <p>Scale 1:250 @ A3</p>		<p>Drawn By JHF</p> <p>Scale 1:250 @ A3</p>		<p>Drawn By JHF</p> <p>Scale 1:250 @ A3</p>		<p>Drawn By JHF</p> <p>Scale 1:250 @ A3</p>	







WILLOUGHBY CITY COUNCIL

# Naremburn Local Centre Streetscape Upgrade



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# Agenda

- Background
- Key considerations
  - Parking
  - Traffic Circulation
- Concept Proposals – Julie Marler
  - Site analysis and opportunities
  - Concept Proposal 1
  - Concept Proposal 2
- Concept Design Constraints
- Next Steps



# Background



- **June 2020: Local Centre Strategy 2036** - Aims to promote a network of thriving, attractive and distinctive Local Centers throughout the LGA – underwent extensive Community consultation.
- **Feb 2020: Traffic Committee** supported Pedestrian Access Mobility Plan (PAMP)
- **March 2022: Community consultation** at Naremburn Co-Design Workshop
- **December 1 to 24 2022** - Concept design for **consultation**

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# Streetscape Upgrade



Considerations / Opportunities	Stakeholders
<ul style="list-style-type: none"> <li>• Improve pedestrian amenity and safety</li> <li>• Optimised Parking</li> <li>• Improved alfresco dining</li> <li>• Naremburn Character</li> <li>• New Public space</li> <li>• Budget \$1,050,000 (total)</li> <li>• Revise completion date for external funding</li> <li>• Construction impacts on the operation of the centre</li> <li>• Implementing community gardeners into the space</li> </ul>	<ul style="list-style-type: none"> <li>• Local residents and centre users</li> <li>• Naremburn Progress Association (NPA)</li> <li>• Naremburn Chamber of Commerce</li> <li>• Department of Infrastructure, Transport, Regional Development and Communications (funding)</li> <li>• Sydney Water</li> <li>• Jemena</li> </ul>

# Parking Survey Results



Survey were undertaken within carpark and surrounding streets (Willoughby Rd, Quiamong St, Glenmore St, Rohan St) on a Friday, Tuesday and Saturday

## Peak times:

- Friday 12:30pm
  - 1 space available in carpark
  - 11 spaces available in surrounding streets
- Friday 6 – 6:30pm
  - 0 spaces available in carpark
  - 18 spaces available in surrounding streets.
- Tuesday 12 – 12:30pm
  - 2 spaces in carpark
  - 12 spaces available in surrounding streets.

## Median Day, Peak Times:

- Tuesday 7:30am
  - 3 spaces available in carpark
  - 27 spaces available in surrounding streets

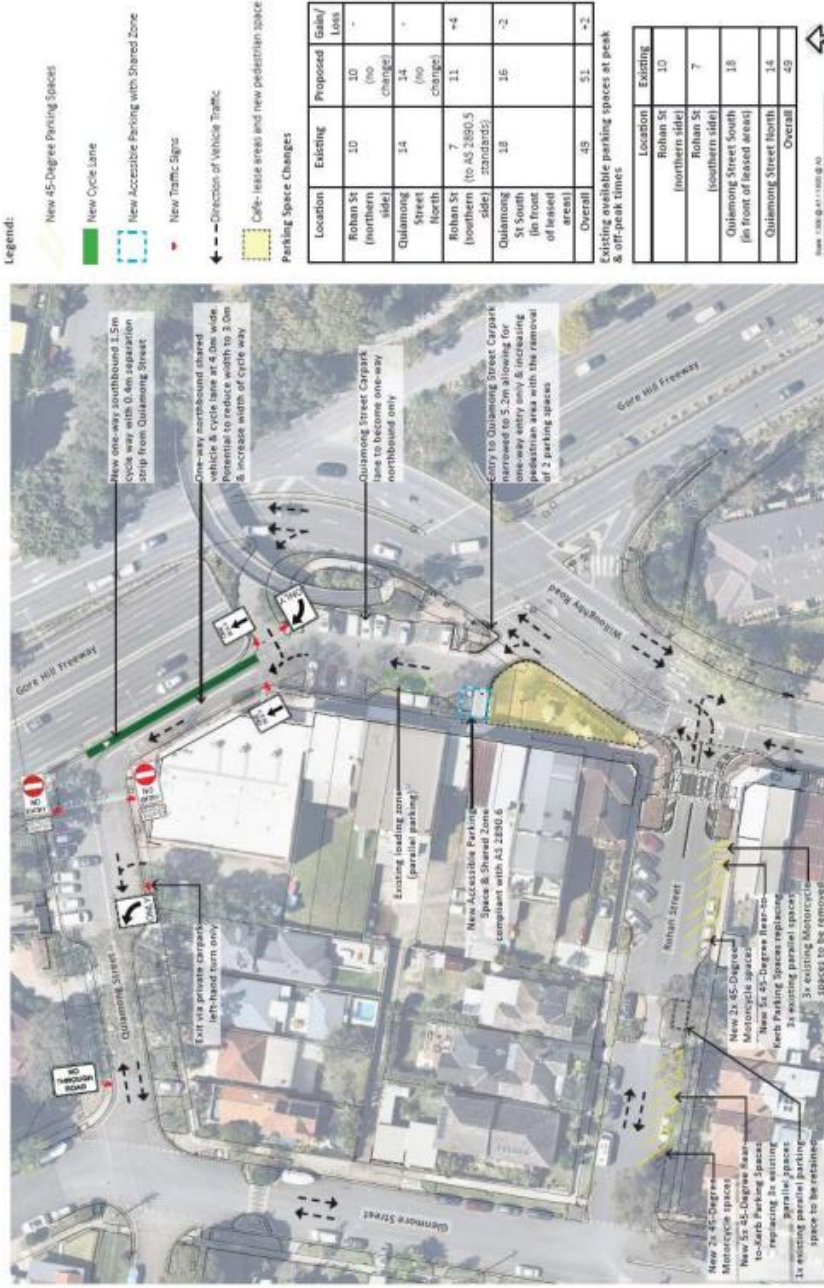
## Proposed Traffic Circulation and Parking – Objectives



- Minimise traffic movement to one way through carpark
  - with zebra crossing across narrowed entrance to slow traffic entering
  - Provides for improved traffic circulation, reduced congestion and safer pedestrian access
- Minimise conflict between major bike route and traffic flow
  - through separation of south bound bike lane along Quiamong Street
- Additional angled parking located along Rohan Street
  - Net gain of 2 spaces

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# Proposed Traffic Circulation and Parking



Page 2  
Date: 03/02/2023  
Title: Traffic Committee - WILLOUGHBY CITY COUNCIL

Proposed Parking & Vehicle Circulation Plan  
Preliminary Concepts  
Hawesburn Town Centre Upgrade



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# Concept proposals - Site Analysis



Page 3  
Date: 24.11.2022  
Issue For Review

Site Analysis  
Preliminary Concepts  
Naremburn Town Centre Upgrades



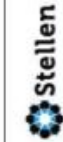
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# Concept proposals - Site Analysis



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Date: 24.11.2022  
Issue for Review

Site Analysis  
Preliminary Concepts  
Barraburn Town Centre Upgrade



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# Site Opportunities



**Improving the Outdoor Lease Areas**

- Create improved level access to each lease and new public domain areas. Levels are challenging with the sloping pavement making dining spaces less usable.
- Use contrasting pavement materials and consider disabled access in the division of the space to create defined lease areas in the ground.

**Night-Time Use**

- Provision for connection of lighting once trees mature to create a night time atmosphere in the local centre.

**Materials and Finishes**

- The use of brick paving across the site creates a cohesive appearance to the pavement but does not assist in creating distinct environments.
- Other suitable materials should be considered such as sandstone paving and concrete paving.
- Elements such as walls, steps and high bench tables should be considered for defining spaces and organising pedestrian movement around the centre.

**Trees and Planting - ensuring there is sufficient planting around the site**

- Artericultural assessment of the existing trees advises that one *Bobilia pendulocarpa 'Frisia'* (Golden Bobilia) should be removed. Consider replacement of 2x *Ulmus parvifolia* (Chinese Elm).
- New native tree plantings should be considered for the pedestrian space to contribute shade and enhance the environment.

**Enhancing Site Character**

- Narremburn Town Centre is a place for the local community. Many come to the site by bike and some on foot. The built environment is one and two storeys with small shops including cafes and restaurant.
- Local scale businesses such as 'Joseph Cafe' create a community hub of small restaurants, takeaway and other elements. New works should build on the community hub and sense of place, improve disabled access and paths of travel.
- The presence of the coffee plants shows some community initiatives. Plants can be putted up and placed close to the cafe.

**Visual Environment**

- The site is a visually busy urban environment with vehicle and pedestrian movement as well as the continuous noise of traffic from the Gore Hill Expressway. The urban environment is quite cluttered with a range of urban elements and trees which cut off views from Willoughby Road.
- Consider tree planting or pergola and screens for the aesthetics and comfort of the space.

**Simplify Vehicle Circulation and Creation of Parking Spaces**

- The car park has nineteen car parking spaces, providing parking for visitors to the restaurants and retail shops in the study area. The car park needs improvements to pedestrian accessibility as well as changes to car parking management and provision of traffic circulation in Quilamong Street both in the car park and at the north of the street.
- Parking has been increased in Robur Street by changing parallel parking to angled parking, increasing opportunities for parking around the centre.

**Opening up the Public Space - better pedestrian experience**

- Pedestrians move in multi-directions around the site. Movement through the lease areas is limited by planting beds and stepped walls to the east, restricting movement and visibility into the site.
- By re-assigning two parking spaces, the public domain will be expanded and circulation can be improved in all directions, particularly across the car park entry and north towards Robur Street. The pedestrian areas need opening for better visibility and clear paths of movement through and across the site.
- Access is challenging with a sloping pavement which has some unevenness restricting room for table settings and deck level access.
- Crossing the car park entry from the pedestrian space to the fly-over bridge needs more definition.

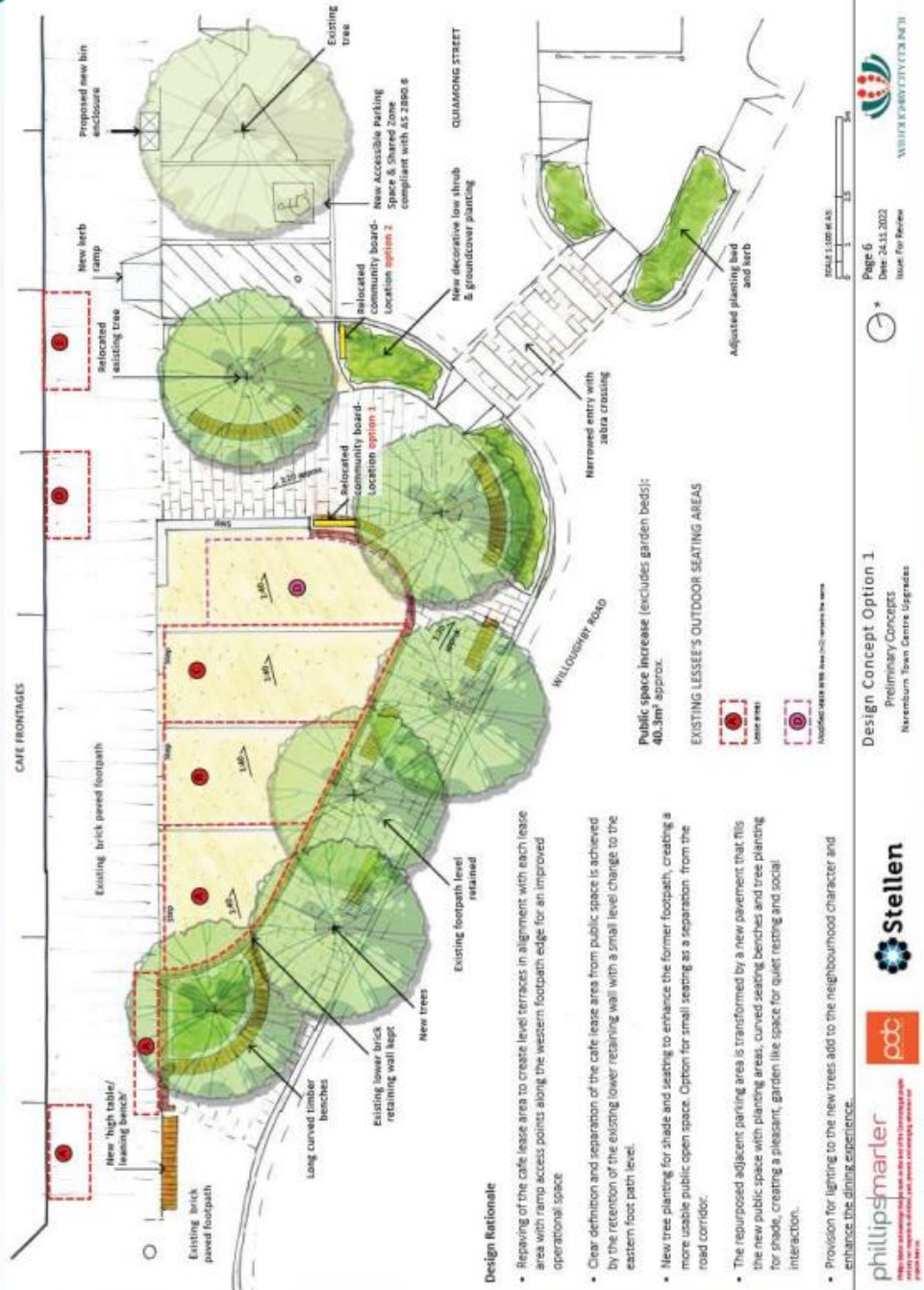
Page 5  
 Date: 28.11.2022  
 Issue for consultation



Site Opportunities  
 Preliminary Concepts  
 Narremburn Town Centre Upgrade



# Design Concept – Proposal 1



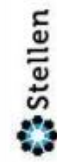
**Design Rationale**

- Repairing of the cafe lease area to create level terraces in alignment with each lease area with ramp access points along the western footpath edge for an improved operational space
- Clear definition and separation of the cafe lease area from public space is achieved by the retention of the existing lower retaining wall with a small level change to the eastern foot path level.
- New tree planting for shade and seating to enhance the former footpath, creating a more usable public open space. Option for small seating as a separation from the road corridor.
- The repurposed adjacent parking area is transformed by a new pavement that fits the new public space with planting areas, curved seating benches and tree planting for shade, creating a pleasant, garden like space for quiet resting and social interaction.
- Provision for lighting to the new trees add to the neighbourhood character and enhance the dining experience.

philippsmarter  
 pop  
 Stellen  
 WILLOUGHBY CITY COUNCIL  
 Page 6  
 Date: 24.11.2022  
 Issue: For Review  
 Design Concept Option 1  
 Preliminary Concepts  
 Merriam Park Town Centre Upgrades



# Design Concept – Proposal 1

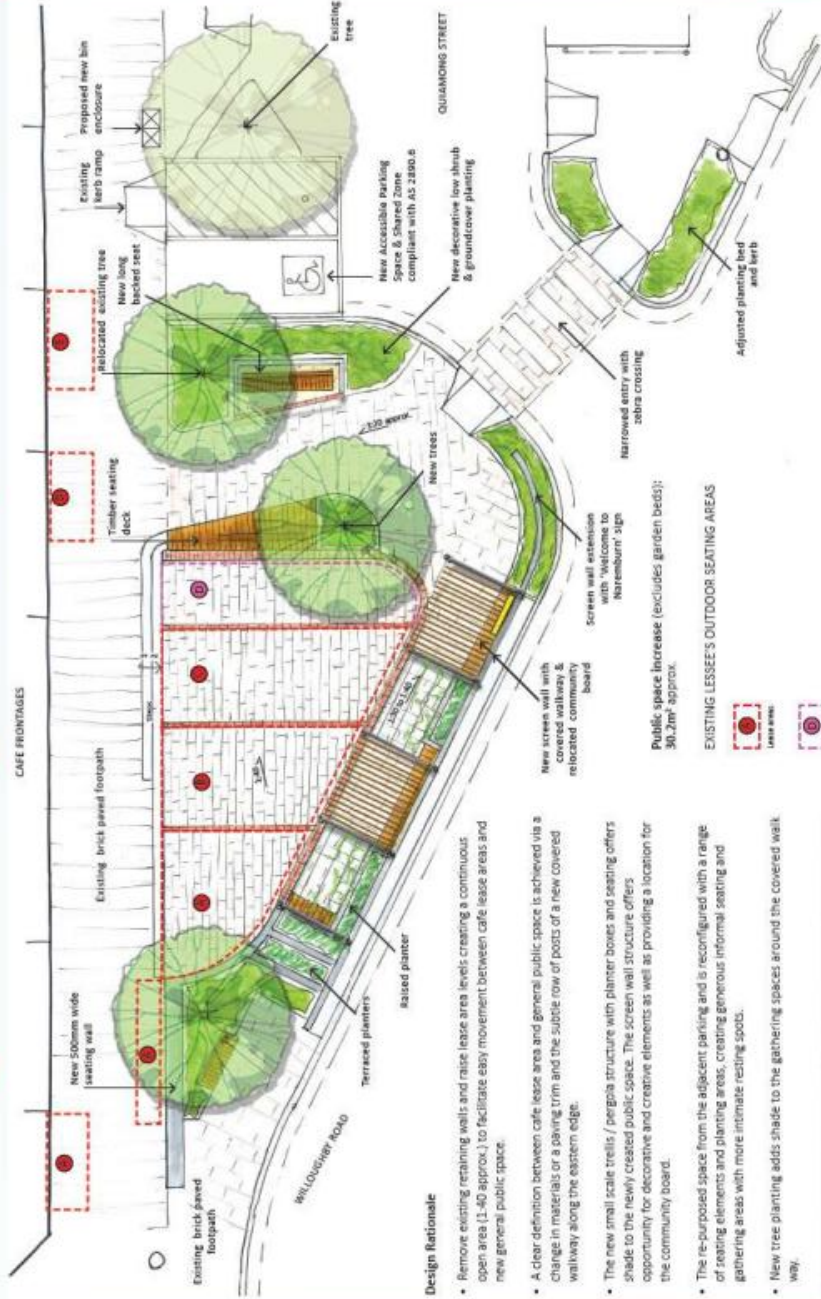


Design Concept Option 1 - Visualisation  
Preliminary Concepts  
Nurrumbidgee Town Centre Upgrade

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Date: 26.11.2022  
Issue: Formulation  
WILLOUGHBY CITY COUNCIL

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# Design Concept – Proposal 2



**Design Rationale**

- Remove existing retaining walls and raise lease area levels creating a continuous open area (1-40 approx.) to facilitate easy movement between cafe lease areas and new general public space.
- A clear definition between cafe lease area and general public space is achieved via a change in materials or a paving trim and the subtle row of posts of a new covered walkway along the eastern edge.
- The new small scale trellis / pergola structure with planter boxes and seating offers shade to the newly created public space. The screen wall structure offers opportunity for decorative and creative elements as well as providing a location for the community board.
- The re-purposed space from the adjacent parking and is reconfigured with a range of seating elements and planting areas, creating generous informal seating and gathering areas with more intimate resting spots.
- New tree planting adds shade to the gathering spaces around the covered walkway.
- Provision of lighting to the new trees or integrated into the covered walkway adds to the neighbourhood character and enhances the night time experience.

SCALE 1:100 @ A3

Page 7  
Date: 30.11.2022  
Issue: For consultation

Design Concept Option 2  
Preliminary Concepts  
Naremburn Town Centre Upgrade

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Stellen

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# Design Concept – Proposal 2



philipsmarler  
ARCHITECTS AND URBAN PLANNERS  
PAC  
Stellen  
Design Concept Option 2 - Visualisation  
Preliminary Concepts  
Narrabehn Town Centre Upgrade  
Page 10  
Date: 23.11.2022  
Issue: For consultation  
WILLOUGHBY CITY COUNCIL

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# Materials Palette



Seating and planters



"High table / seating bench"



Ground surface material options



Brick paving



Brick tile details



Sandstone wall cladding or paving trim



Coloured Concrete

Tree planting options



Elaeagnus eumundii - Smooth leaved Queensland - 100cm



Wisteria house for shade - 11.1. Whisper Weeping Lily 200 - 80cm



Banica insignifolia - 80cm Coast Banita



Rodrigueana celsissima - 60cm Ivory Gull Flower



Indicative Materials & Planting  
Preliminary Concepts  
Narraburn Town Centre Upgrade

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Date: 30.11.2022  
Issue: For consultation



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# Concept Design Constraints



- Fixed construction budget: \$750k.
- Considerations that could alter timing and scope of design:
  - Quantity Surveyor cost plan revisions through design documentation
  - Final cost and lead times of materials during current scarce supply chains.
  - Skilled labour shortages and employment costs.
  - State authority approval timelines and requirements in building around existing services.
  - Construction tender prices
- Potential Solutions to manage constraints:
  - Value manage at 50%, 80%, and pre-tender (100%) design stage to align with budget.
  - Deliver project in stages over future financial years.

# Next Steps



- **1 to 24 December 2022:** Community consultation on concept designs
  - **January 2023:** Move into detailed documentation
  - **March 2023:** Community information session at 50% documentation
  - **Mid 2023:** Tender for construction
  - **Mid to late 2023:** Construction period
- Ongoing stakeholder consultation by project team with stakeholders  
- Key Contact: Jessica Bain, Community Liaison Officer

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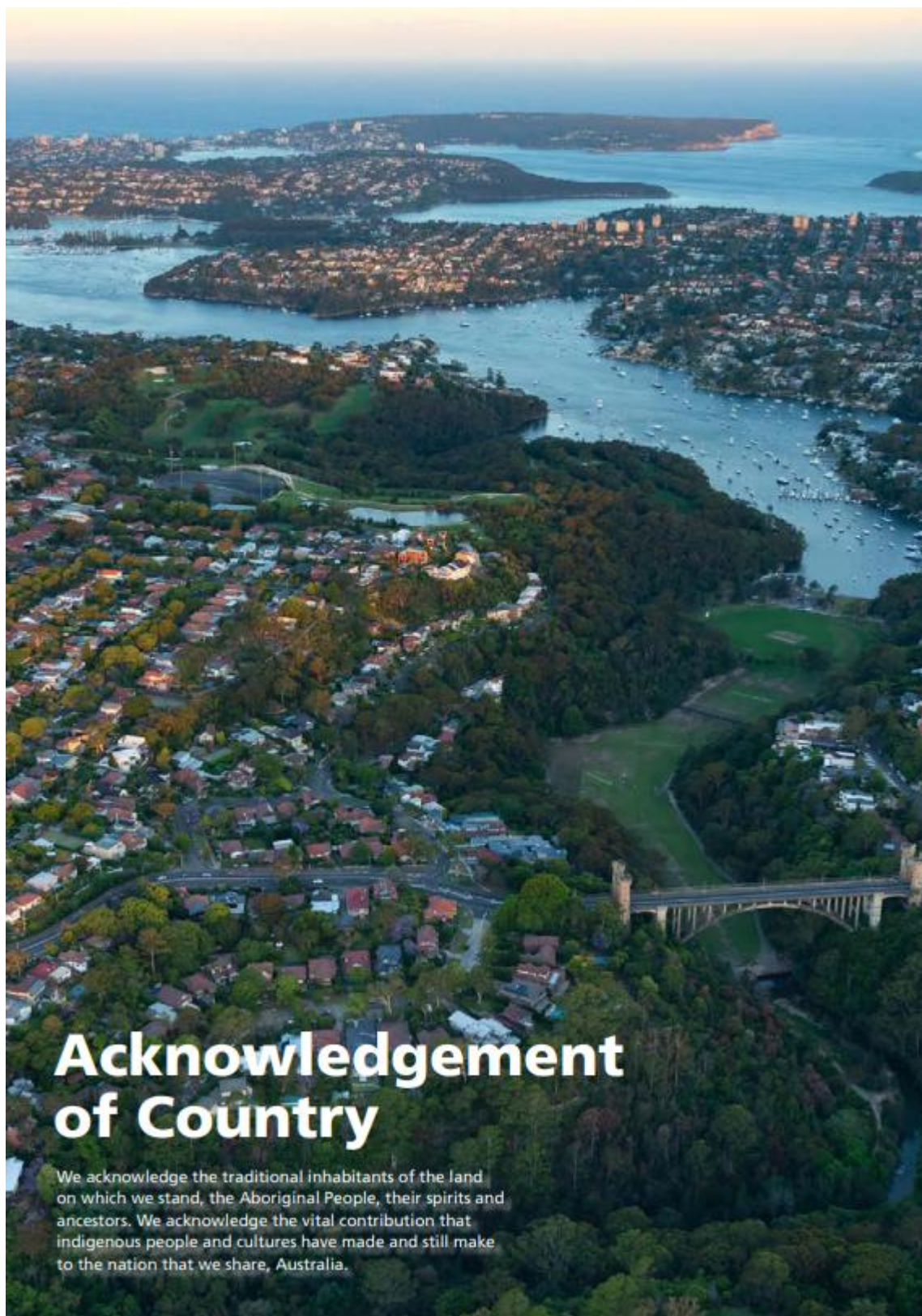


## Our Future Willoughby



## WILLOUGHBY LOCAL CENTRES STRATEGY 2036

June 2020



# Acknowledgement of Country

We acknowledge the traditional inhabitants of the land on which we stand, the Aboriginal People, their spirits and ancestors. We acknowledge the vital contribution that indigenous people and cultures have made and still make to the nation that we share, Australia.



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Disclaimer: This Strategy does not amend or change the zoning or planning controls of any land or property in Willoughby Council. It provides the strategic vision for the long term growth of the Willoughby area in line with the Sydney Region Plan and North District Plan of the Greater Sydney Commission. The Strategy is intended to be used to inform the assessment of Planning Proposals; however if such proposals are supported to proceed, they will need to go through a statutory amendment process in accordance with the EP&A Act 1979.

Acknowledgements: Cover image and other images in document by Architectus.



# Executive summary

The health and vitality of the local centres of Willoughby are critical for the local economy and the amenity of residents. As well as providing accessible local shops and services, local centres create opportunities for housing choice and local jobs close to public transport with easy access for residents. Local centres are important in sustaining a strong sense of community.

The aim of the *Willoughby Local Centres Strategy 2036* is to promote a network of thriving, attractive and distinctive village centres throughout the Council area. It provides the framework for future planning controls and public domain improvements for eight local centres. It will prepare them for growth and renewal over the next 20 years.

The *Draft Local Centres Strategy to 2036* explored the possibility of creating a new centre in West Chatswood; however, it has been resolved not to proceed with West Chatswood in the *Final Local Centres Strategy* based on feedback received.

## The Local Centres Strategy is informed by:

- The Directions and Objectives set out in the Greater Sydney Region Plan, North District Plan, the Willoughby Community Strategic Plan and Willoughby Local Centres and Housing Position Statements;
- The Government Architect NSW "Better Placed" design policy for the built environment;
- A detailed review of the outcomes and recommendations in a Planning and Urban Design Study prepared by consultants, which includes a recommended scenario that accommodates additional non-residential and residential floor space for each centre having regard to the principles identified by the Willoughby Local Centres Position Statement, community feedback and testing for economic feasibility;
- Community feedback from the *draft Local Centres Strategy* outlining a preferred scenario (Scenario 4) exhibited between February and May 2019;
- A traffic analysis; heritage advice regarding Castlecrag and Artarmon; and landscape advice regarding Castlecrag trees

The *Willoughby Housing Strategy 2036* supports the *Local Centres Strategy 2036* by focusing new housing growth within the walking catchment of a local centre. The *Willoughby Local Centres Strategy* and *Willoughby Housing Strategy* are documents which are ideally read in conjunction with one another.



SECTION 2  
The local centres

# 2.5 Naremburn

The Naremburn local centre is located along Willoughby Rd and is bounded by Quiamong St to the north, Willoughby Rd to the east, Bongalong St to the south and Glenmore St to the east. It is in close proximity to the Gore Hill Freeway, 750 m from St Leonards and 3.3km from Chatswood CBD. Naremburn has a series of two storey, mid-century brick shop fronts with awnings and small unit paving that contributes to the village feel. Despite this, the centre is dominated by its relationship to Willoughby Road and the intersection with the Gore Hill Freeway.

The majority of the built form along Willoughby Road has awnings that span the width of the footpath and provide pedestrians protection from the weather. The wide footpaths can accommodate multiple users which encourages foot traffic as the predominant mode of transport in the area. There are good trees around the northern end of the centre, providing a buffer between

the street and the outdoor dining area, however the landscape aesthetic is not continued to the southern portion of the centre.

The centre includes two heritage items, located at 284/284A Willoughby Road and 272-276 Willoughby Road. Retail in the centre is focused around food and beverage with some other services such as health and beauty and laundry. The centre lacks convenience stores such as grocery or banking.

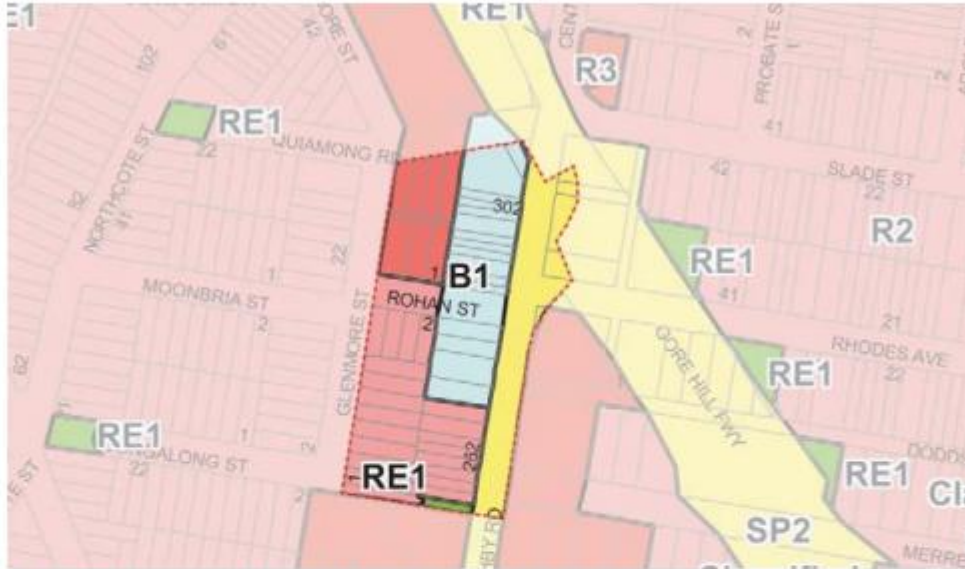


*Naremburn Sketch Perspective - Artist impression looking north along Willoughby Road.*



## 2.5 NAREMBURN

### EXISTING PLANNING CONTROLS (WLEP 2012)



**Current zoning:** B1 Neighbourhood centre, R3 Medium Density Residential, R2 Low Density Residential.



**Current height of buildings:** The centre is zoned B1 and has a maximum height of 11m (L) Residential R3 land in Quiamong Rd and Glenmore St is designated part 12m (M) and part 9m (J) while the Residential R2 in Glenmore St has a maximum height of 8.5m (I2).

## 2.5 NAREMBURN

### EXISTING PLANNING CONTROLS (WLEP 2012)



**Current FSR:** The maximum FSR in the centre is 1.5:1 (S1). Residential R3 land in Quiamong Rd and Glenmore St is designated 0.9:1 (L) while the Residential R2 in Glenmore St has a maximum FSR of 0.45:1 with some smaller lots granted a higher FSR.



**Naremburn Heritage Controls:** The strategy area is outlined in red.

## 2.5 NAREMBURN

### STRENGTHS

- The fine-grain built form with heritage character
- Dining areas including outdoor eating venues
- Wide footpaths accommodate a range of users and are functional for outdoor seating
- Landscape – street trees provide attractive outlook and protection against intrusive road environment
- Cycle ways link the centre to the principle bike network
- The pedestrian bridge over the M1 freeway provides a good connection for residents north of the local centre
- Off street parking is well located to the north of the centre with additional angled parking in surrounding side streets
- Regular public transport operates through the centre with connections to Chatswood in the north, and Kingsford and Balmoral via the Sydney CBD

### DIRECTIONS

#### Key Suggestions

The following ideas for the future have been developed by consultants in relation to built form, open space, public domain, and movement. These ideas establish strategic principles for how the Centre could grow.

- Maintain and improve service access and parking
- Create through-site activated arcade links
- Public domain and open space improvements
- Additional commercial and residential shop-top apartments

### GENERAL RECOMMENDATIONS

- Introduce a minimum non-residential FSR control in the B1 zone
- Introduce an active ground floor control in the B1 zone
- Improve public domain and amenity

### A Vision for Naremburn

Naremburn neighbourhood centre is an accessible and attractive centre providing “day to day” goods and services as well as cafes, restaurants and outdoor spaces. New development reinforces and contributes to retaining a pleasant village atmosphere while providing additional housing options.



## 2.5 NAREMBURN

### INDICATIVE SCALE FOR NAREMBURN GROWTH



Floor space summary

Shadows shown at 12pm on 2nd June

Building Use	Existing GFA (sqm)	Potential GFA (sqm)	Increase GFA (sqm)	Increase GFA (%)
Residential	1,100	8,020	6,920	627%
Non-Residential	2,126	2,869	743	35%
<b>Total</b>	<b>3,226</b>	<b>10,889</b>	<b>7,663</b>	<b>237%</b>



#### Key Recommendations (LEP)

(Numbering below refers to the above preferred scenario)

1. Increase heights to 3-4 storeys and maintain FSR of 1.5:1.
2. Increase heights up to 6 storeys and FSR 1.9:1 on the north-east corner site.
3. Rezone R3 land fronting Glenmore Street to B1 Neighbourhood Centre with heights up to 4 storeys and an FSR up to 1:1 for amalgamated lots with setbacks to Glenmore Road.

#### Key Recommendations (DCP)

4. Maintain fine grain/existing shop fronts along Willoughby Road.
5. Minimum 3m upper level setback above 2 storeys fronting Willoughby Road.

6. Additional 3m setback above 4 storeys fronting Willoughby Road.
7. Maintain appropriate height and setbacks adjacent to heritage listed buildings.
8. Minimum rear setback of 18m for lots fronting Willoughby Road to allow for future public parking and service access.
9. Potential ground floor arcade/public through-site link to be provided.
10. Provide new public space with active ground floor frontage.
11. Relocate car parking to create improved public plaza on Willoughby Road.

## 2.5 NAREMBURN

### INDICATIVE MASTER PLAN FOR NAREMBURN

This indicative Master Plan for Naremburn details the key features for growth and shows how future development might be achieved alongside other opportunities for public domain improvements in the centre.

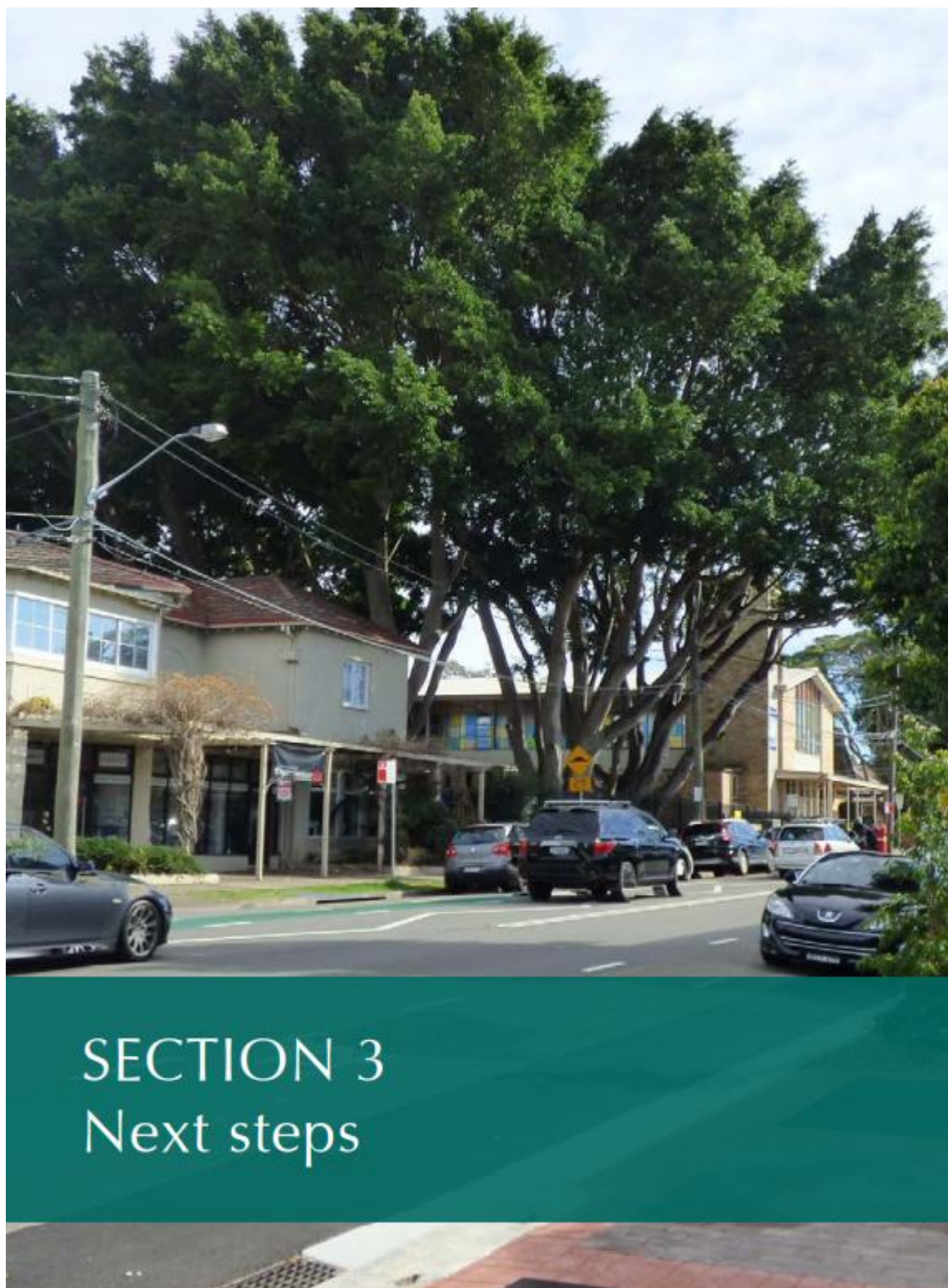


#### Key features

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. Retention of fine grain shop fronts/façades fronting Willoughby Road.</li> <li>2. Up to 3-4 storeys with shop top housing on amalgamated lots fronting Willoughby Road.</li> <li>3. Retention of heritage buildings/façades</li> <li>4. Public parking and services access to the rear of lots fronting Willoughby Road.</li> <li>5. Relocate some parking to rear laneway to create additional high quality public space fronting Willoughby Road.</li> </ol> | <ol style="list-style-type: none"> <li>6. A new public plaza and through site link.</li> <li>7. Residential apartments on amalgamated sites up to 4 storeys with ground floor retail fronting a new public space.</li> <li>8. Pedestrian arcade/through-site link</li> <li>9. Potential small supermarket on larger site (could include basement parking)</li> </ol> |
|--|--|

#### POTENTIAL YIELD

The SGS study found a retail gap to 2031 but a surplus in overall employment potential floor space. The indicative scale for growth over the longer term, could yield an increase of 1,734sqm of commercial floor space and 4,951sqm of residential floor space (55 dwellings) in Naremburn.



## SECTION 3

### Next steps

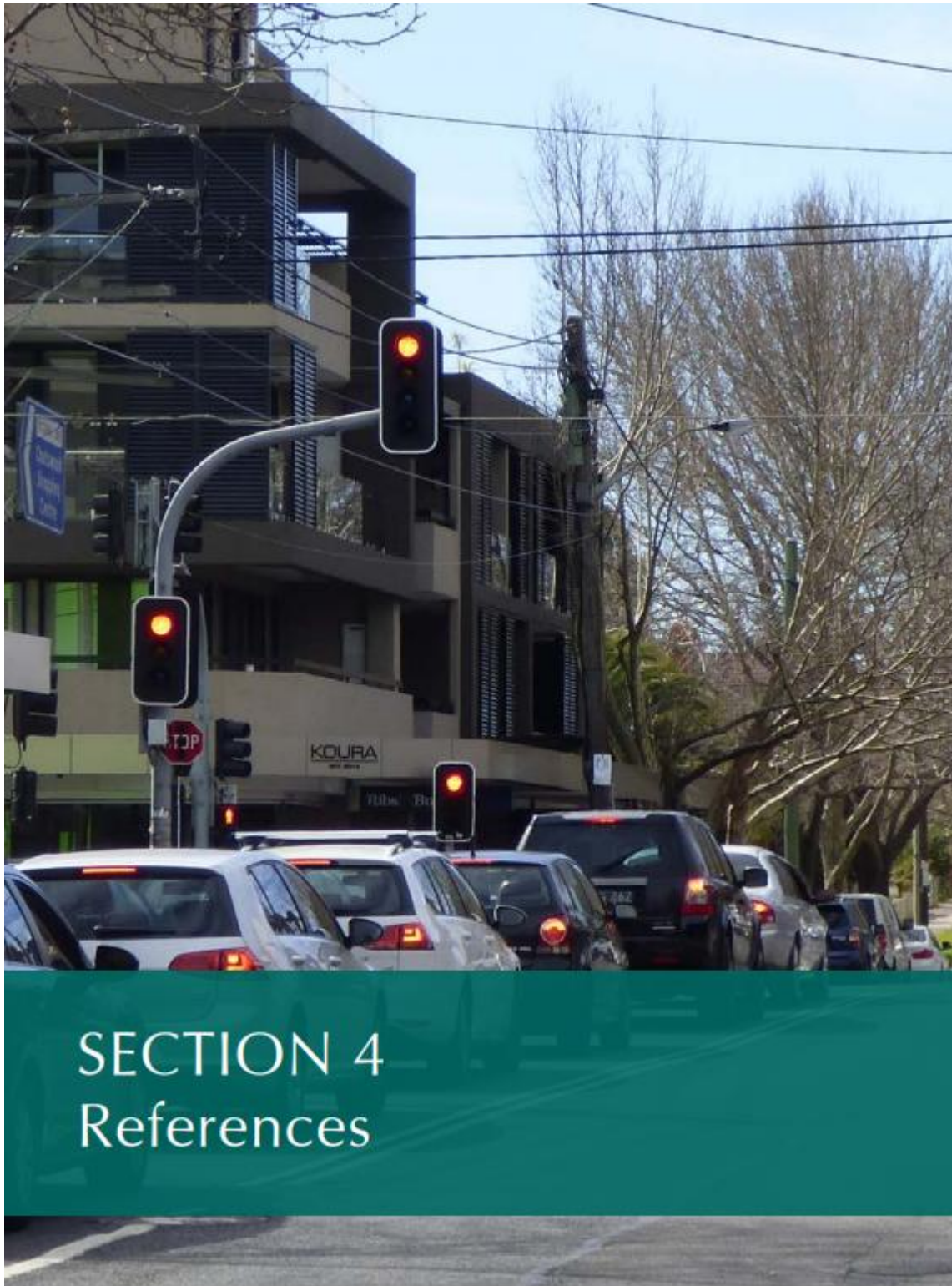
### 3. NEXT STEPS

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This final Local Centres Strategy has been prepared in response to the analysis undertaken and to the community and stakeholder feedback received on the draft Local Centres Strategy. This final Strategy is also informed by technical studies relating to traffic and parking, infrastructure and heritage. The indicative scale for growth recommended in this final Strategy propose planning outcomes that aim to improve the vitality, health and amenity of the local centres to 2036.

The next step following the publication of this final Strategy is to prepare a Planning Proposal to amend the Willoughby Local Environmental Plan 2012 and the Willoughby Development Control Plan to give legal effect to changes where required. The recommendations of heritage and transport specialist studies will assist input for future planning provisions for the local centres.





## SECTION 4 References

## 4. REFERENCES

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WILLOUGHBY  
CITY COUNCIL

Published June 2020

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**Legend:**

- New 45-Degree Parking Spaces
- New Cycle Lane
- New Accessible Parking with Shared Zone
- New Traffic Signs
- Direction of Vehicle Traffic
- Cafe-lease areas and new pedestrian space

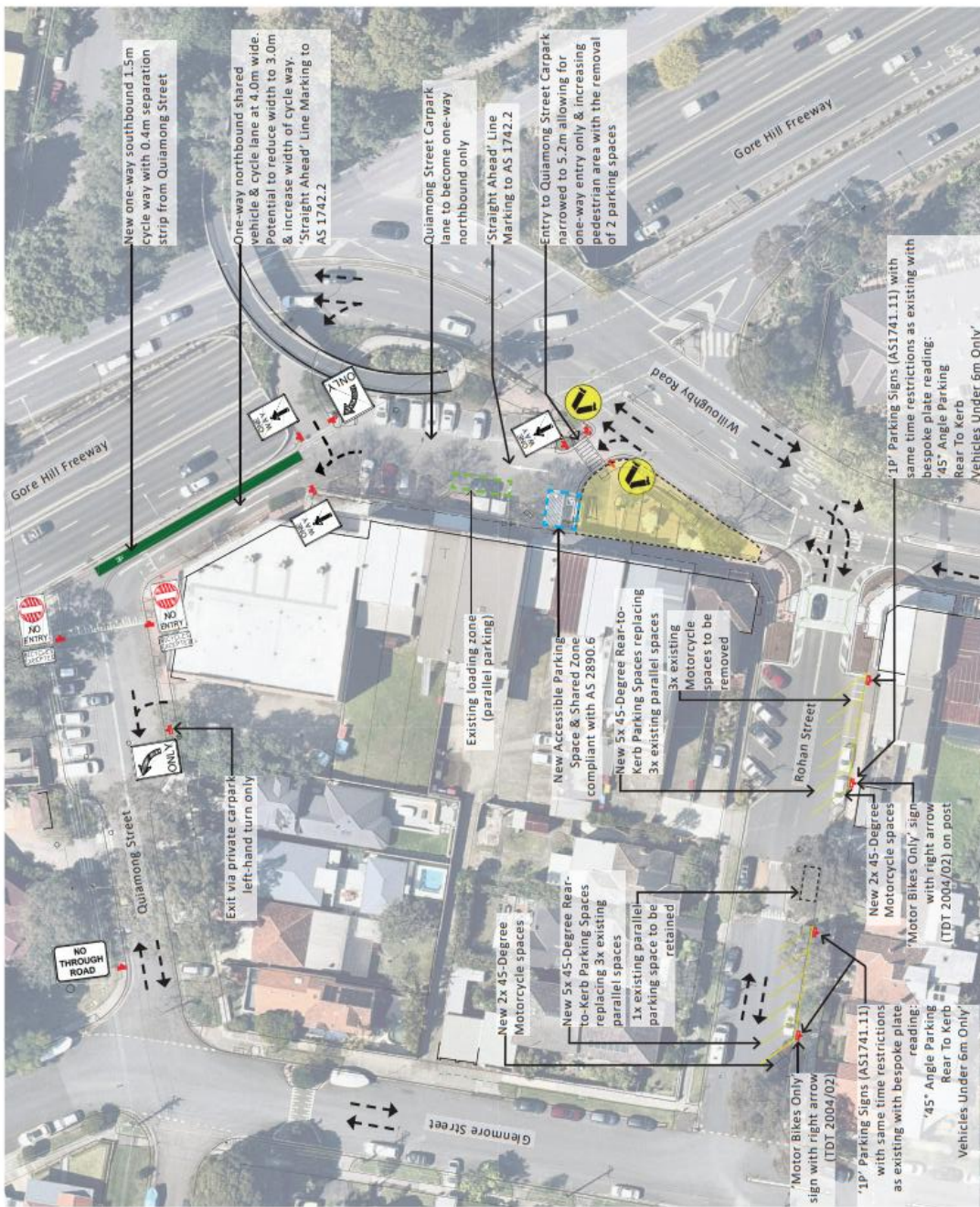
**Parking Space Changes**

Location	Existing	Proposed	Gain/Loss
Rohan St (northern side)	10	10 (no change)	-
Quiamong Street North	14	14 (no change)	-
Rohan St (southern side)	7	11 (to AS 2890.5 standards)	+4
Quiamong St South (in front of leased areas)	18	16	-2
<b>Overall</b>	<b>49</b>	<b>51</b>	<b>+2</b>

Existing available parking spaces at peak & off-peak times

Location	Existing
Rohan St (northern side)	10
Rohan St (southern side)	7
Quiamong Street South (in front of leased areas)	18
Quiamong Street North	14
<b>Overall</b>	<b>49</b>

Scale: 1:300 @ A1 / 1:600 @ A3  
0 3 6 9 12 15 18 21 24 27 30m





### 5.3 CLARENDON ST ARTARMON - TRUCK ZONE

<b>ATTACHMENT:</b>	<b>1. TRUCK ZONE AT 12-18 CLARENDON STREET, ARTARMON</b>
<b>WARD:</b>	<b>NAREMBURN WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>DANIEL SUI - TRAFFIC &amp; TRANSPORT ACTING TEAM LEADER</b>
<b>AUTHOR:</b>	<b>SRI SRITHARAN – SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b>
<b>MEETING DATE:</b>	<b>23 FEBRUARY 2023</b>

---

#### 1. PURPOSE OF REPORT

To seek Council approval for the installation of a Truck Zone on the west side of Clarendon Street, Artarmon, between Carlotta Street and Dickson Avenue.

#### 2. OFFICER'S RECOMMENDATION

**That Council approve the installation of a Truck Zone on the west side of Clarendon Street, Artarmon, between Carlotta Street and Dickson Avenue.**

#### 3. BACKGROUND

A submission was received from Acclaim Plumbing & Hot Water regarding use of the unrestricted parking area denying access for loading and unloading of goods to the business. As the business has grown, delivery trucks are getting bigger and cannot be accommodated using the loading and unloading area on site.

#### 4. DISCUSSION

The business is located at 12- 18 Clarendon Street, Artarmon, as shown in Figure 1 below.

Currently, the kerbside parking of six (6) spaces are unrestricted on the west side of Clarendon Street, Artarmon between Carlotta Street and Dickson Avenue. Site investigations have confirmed the area is frequently occupied by vehicles.

Council consulted on a proposal to convert two existing unrestricted parking spaces to a new Truck Zone outside 12-18 Clarendon Street.

The proposed new Truck Zone will enable trucks to access on-street parking in the industrial area to support all business loading and unloading activities.



Figure 1: Clarendon Street, Artarmon – Truck Zone

Between 9 January and 20 January 2023 a total of 317 letters were distributed to the affected businesses in Clarendon Street between Carlotta Street and Dickson Avenue. Council received a total of four submissions as follows:

- Three support the installation of Truck Zone.
- One suggested the Truck Zone should be Loading Zone, so that lighter vehicles such as vans and utes can also unload goods.

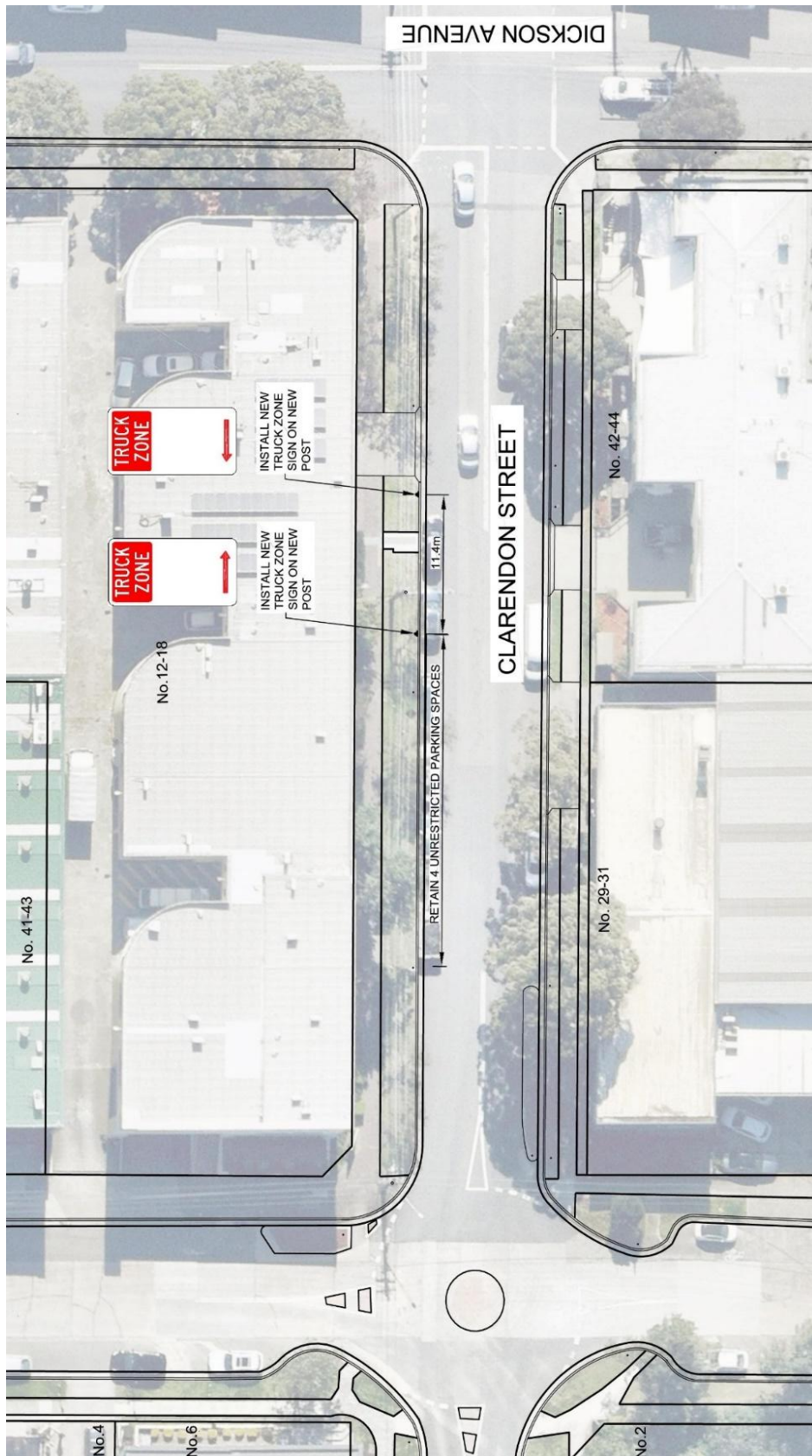
The request to alter the proposed Truck Zone to Loading Zone is not supported because the business in the area can load and unload their goods on - site from lighter vehicles and vans. Further if the lighter vehicles and vans are allowed to park this will not allow trucks to load or unload goods.

The proposal will cause loss of two parking spaces and still retain four parking spaces for customers.

## 5. CONCLUSION

It is requested that the Traffic Committee supports the installation of a Truck Zone at 12- 18 Clarendon Street, Artarmon, as shown in **Attachment 1**.

Council has allocated funding for the implementation of regulatory sign posting, pavement marking and line marking in its Works Services Road and Street Signs (6630) cost centre.



## 5.4 DELEGATED ITEMS - 23 FEB

<b>ATTACHMENTS:</b>	<b>1. DIAGRAMS OF SIGNPOSTING, PAVEMENT MARKING AND LINE MARKING CHANGES</b>
<b>WARD:</b>	<b>ALL WARDS</b>
<b>RESPONSIBLE OFFICER:</b>	<b>DANIEL SUI - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>MOONES SOTOODEH – TRAFFIC ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY</b> <b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>23 FEBRUARY 2023</b>

---

### 1. PURPOSE OF REPORT

To seek Council approval to implement regulatory signposting and line marking changes at various locations in Willoughby City Council.

### 2. OFFICER'S RECOMMENDATION

**That Council approve the implementation of regulatory signposting and line marking changes at various locations in the Willoughby Local Government Area in Table 1.**

### 3. BACKGROUND

These are minor traffic and parking issues forwarded to Council for its consideration and, if appropriate, action. The action is typically implementation of regulatory signposting, pavement marking and line marking.

### 4. DISCUSSION

The implementation of the signposting and line marking improve compliance with road rules and thereby improve road safety, motor vehicle access to properties and aid the construction of new development by supporting safe use of the adjacent road space.

The regulatory signposting and line marking changes implemented since the last Traffic Committee are outlined in the Table 1 below.

**Table 1: Regulatory Signposting and Line Marking changes at various locations in the Willoughby Local Government Area**

No.	Location	Issue	Proposed Works
23/01	White Street (adjacent Wickham Park), Artarmon	Work Zone signs required for construction works	Installation of 45 metres Work Zone from 7am to 5pm, Mon-Fri.
23/02	242 High Street, North Willoughby	Work Zone signs required for construction works	Installation of 14.63 metres Work Zone from 7am-5pm Mon-Fri, 7am-12.30pm.
23/03	5 Centennial Ave, Chatswood	Work Zone signs required for construction works	Installation of 40 metres Work Zone, NON-SCHOOL DAYS - full time use SCHOOL DAYS: 7am- 8:30am, 9:30am- 2:30pm, 3:30pm-6pm Mon-Fri & 8am to 1pm Sat.
23/04	48 Chandos St, St Leonards	Work Zone signs required for construction works	Installation of 10 metres Work Zone from 7am to 5pm Mon- Fri & 8am to 12pm Sat.
23/05	18 Havilah Street - Chatswood	Work Zone signs required for construction works	Installation of 11 metres Work Zone from 7am to 5pm, Mon-Fri.
23/06	16-18 Warners Ave Willoughby	Work Zone signs required for construction works	Installation of 8 metres Work Zone from 7am to 5pm Mon-Fri.
23/07	Thomson Park (Reserve Rd), Artarmon	Work Zone signs required for construction works	Installation of 24 metres Work Zone from 7am to 5pm Mon-Fri.
23/08	19 Chaleyer Street, North Willoughby	Application to install a driveway white line on the eastern side of the driveway.	Install a driveway white line on the eastern side of the driveway. Installation of white lines at 1metre from the driveway splay.
23/09	9 Armstrong Street, Willoughby	Application to install driveway white lines on sides of the driveway.	Install driveway white lines on the sides of the driveway. Installation of white lines at 1metre from the driveway splay.
23/10	Hatfield St, Lane Cove North	Reinstated the pre-existing parking restrictions	Removal of No Parking Signs
23/11	Mooney Street, Lane Cove North	Enable safe access for trucks turn movements at the intersection	Install No Parking Signs, 7am to 5pm Mon- Fri & 8am to 12pm Sat.

Diagrams for each location showing the regulatory signposting and line marking changes implemented since the last Traffic Committee are provided in **Attachment 1**.

## 5. CONCLUSION

It is recommended that the Traffic Committee support the changes in Table 1 and **Attachment 1**.

Willoughby City Council has allocated funding for the implementation of regulatory signposting, pavement marking and line marking in its Works Services Road and Street Signs (6630) cost centre. White driveway line marking and business signage are funded through a fee payment by the applicant.

**Attachment 1**

Attachment 1

**23/01 - White Street (adjacent Wickham Park), Artarmon - Installation of Work Zone**  
7am to 5pm, Mon-Fri.



**23/02 - High Street, North Willoughby - Installation of Work Zone**  
7am-5pm Mon-Fri, 7am-12.30pm

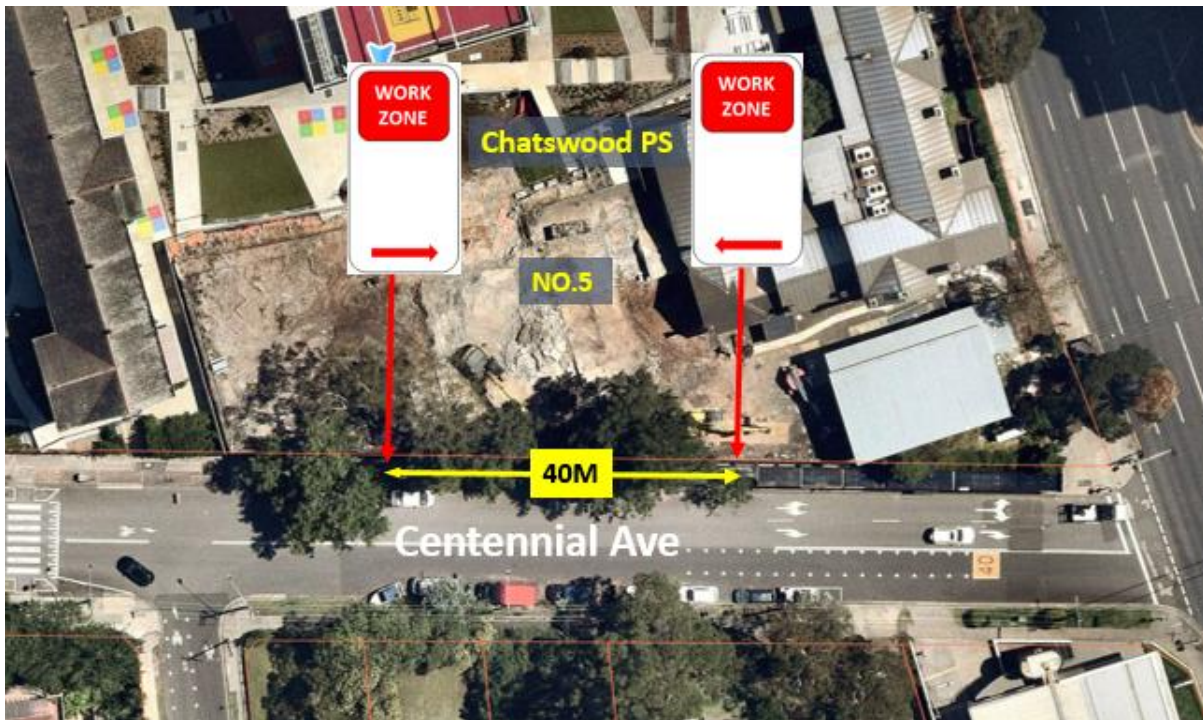




**23/03 - 5 Centennial Ave, Chatswood - Installation of Work Zone**

NON-SCHOOL DAYS - full time use

SCHOOL DAYS: 7am- 8:30am, 9:30am- 2:30pm, 3:30pm-6pm Mon-Fri & 8am to 1pm Sat.



**23/04 - 48 Chandos St, St Leonards - Installation of Work Zone**

7am to 5pm Mon- Fri & 8am to 12pm Sat.



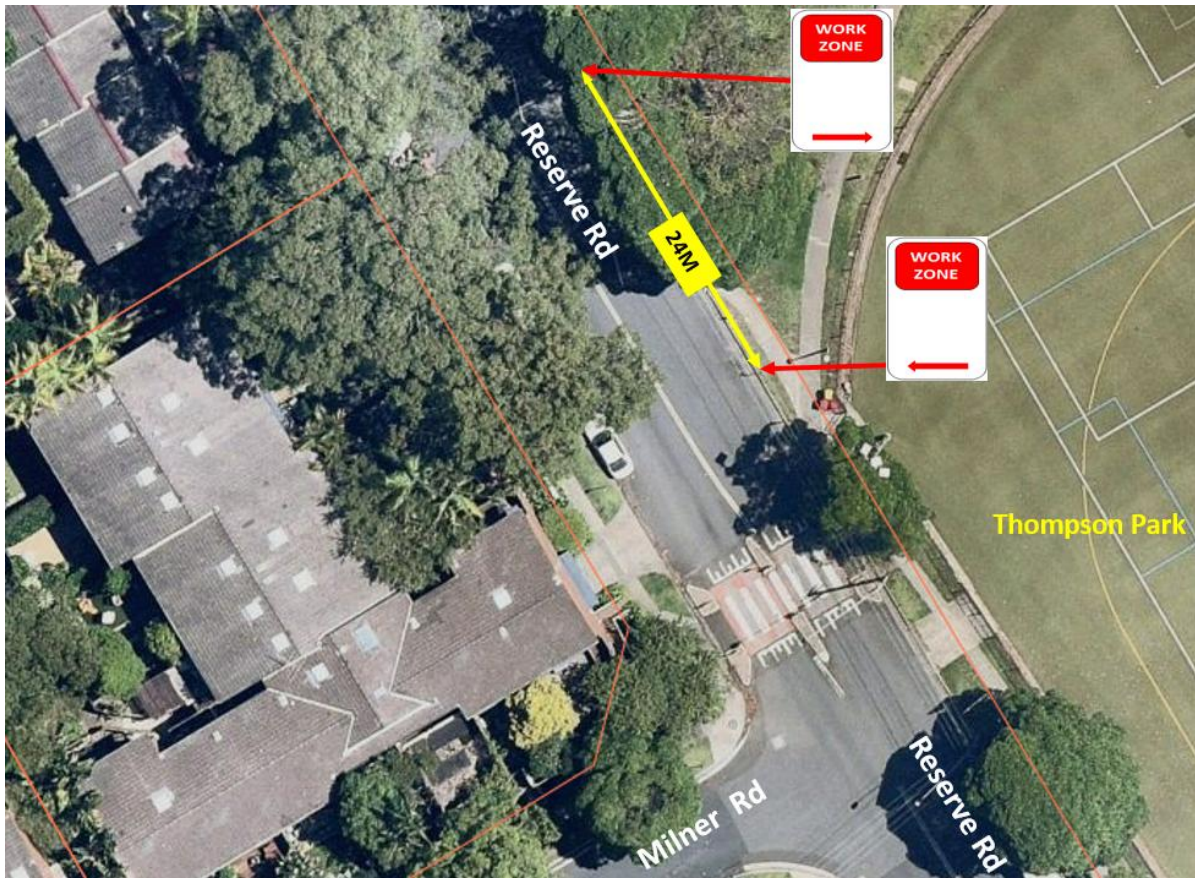
**23/05 - 18 Havilah Street, Chatswood - Installation of Work Zone**  
7am to 5pm, Mon-Fri.



**23/06 - 16-18 Warners Ave Willoughby - Installation of Work Zone**  
7am to 5pm Mon-Fri.



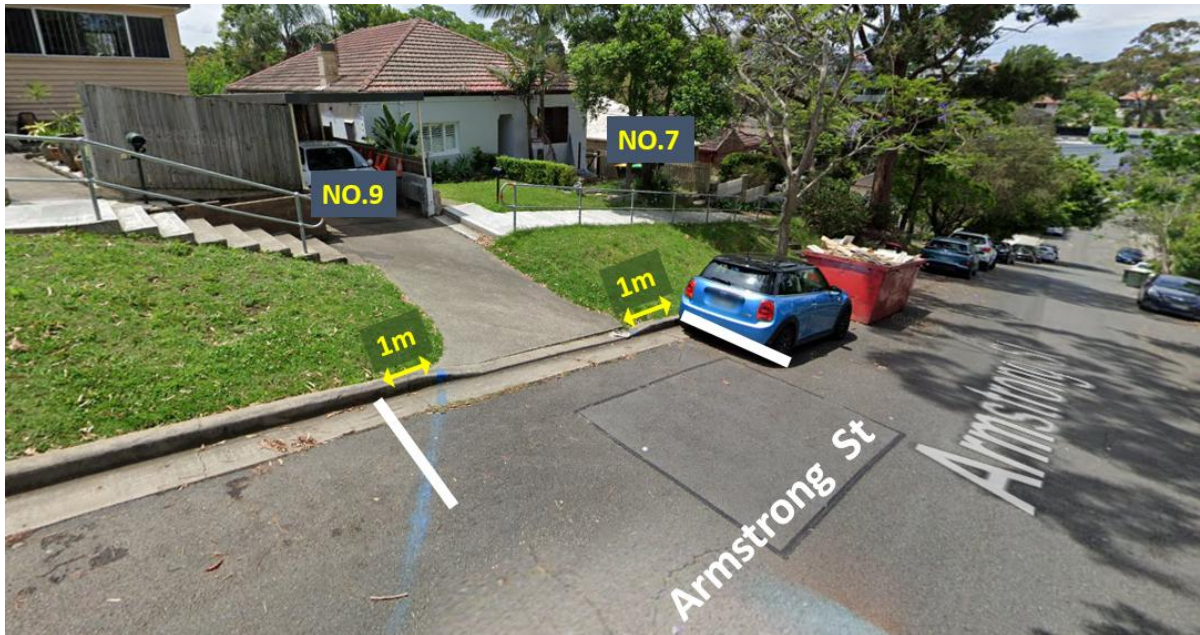
**23/07 - Thomson Park (Reserve Rd), Artarmon - Installation of Work Zone**  
7am to 5pm Mon-Fri.



**23/08 - 19 Chaley Street, North Willoughby - Install driveway white line**



23/09 - 9 Armstrong Street, Willoughby - Install driveway white lines

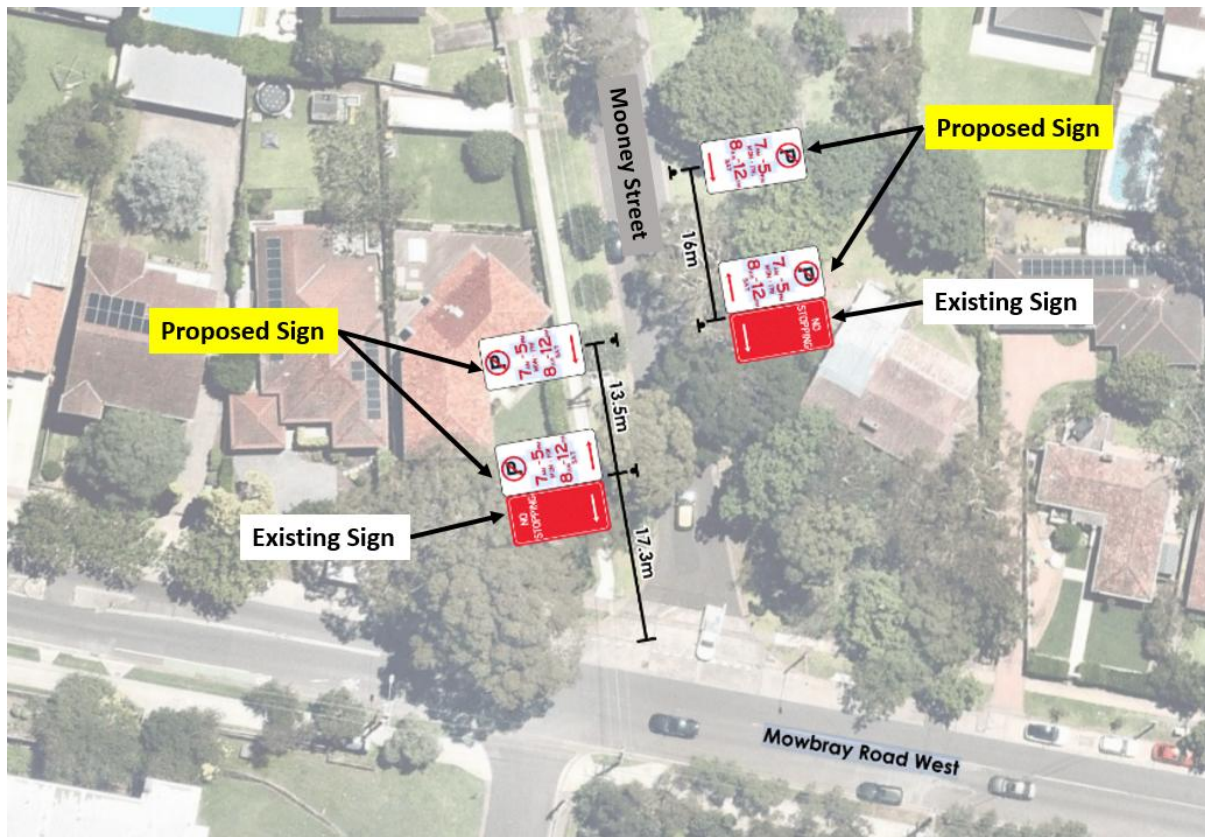


23/10 - Hatfield St, Lane Cove North - Removal of No Parking Signs



**23/11 Mooney Street, Lane Cove North - Install No Parking Signs**

7am to 5pm Mon- Fri & 8am to 12pm Sat.



## 6 LATE ITEMS

## 7 INFORMAL ITEMS

## **8 GENERAL BUSINESS**

- 8.1 SAILORS BAY ROAD, NORTHBRIDGE – TRUCK ZONE RELOCATION**
- 8.2 WALTER STREET, WILLOUGHBY – RIGHT TURN BAN FROM WALTER STREET ON WILLOUGHBY ROAD**