

## Willoughby City Council

## **AGENDA**

# TRAFFIC COMMITTEE No. 1

## 13 February 2025

Notice of Traffic Committee Meeting to be held in the Coachwood Room Willoughby City Council Level 6, 31 Victor Street, Chatswood AND Microsoft Teams commencing 10:00 AM



# 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)

## **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.

- 1 PRESENT
- 2 APOLOGIES
- 3 DISCLOSURE OF INTEREST
- 4 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION
- 5 FORMAL ITEMS FOR CONSIDERATION
  - 5.1 CHATSWOOD CBD ANDERSON STREET PUBLIC REALM AND CYCLE PATH
  - 5.2 CASTLE COVE VILLAGE CENTRE, DEEPWATER ROAD, CASTLE COVE PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA
  - 5.3 VARIOUS LOCATIONS (CHATSWOOD, ARTARMON, WILLOUGHBY, NAREMBURN AND ST LEONARDS) ON STREET ELECTRIC VEHICLE CHARGING STATION AND PARKING REGULATORY SIGNS AND PAVEMENT MARKINGS
  - 5.4 DELEGATED ITEMS REGULATORY SIGNPOSTING AND LINE MARKING
- 6 LATE ITEMS
- 7 INFORMAL ITEMS
- **8 GENERAL BUSINESS** 
  - 8.1 UNNAMED LANEWAY ROSEVILLE BETWEEN WILLIAM STREET & BOUNDARY STREET
  - 8.2 DEVELOPMENT OF AN ELECTRIC BIKE SHARE SERVICE OPERATOR GUIDELINES

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

#### 1. PURPOSE OF REPORT

That the Resolution of the Ordinary Meeting of Council held 16 December 2024, be noted.

#### 2. TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

12.12 FINAL MINUTES - TRAFFIC COMMITTEE MEETING - 12 NOVEMBER 2024

#### **MOTION**

That Council receive and adopt the recommendations arising from the Traffic Committee Meeting held on 12 November 2024 with the exception of the adoption of the recommendation regarding the Road Safety Plan.

MOVED COUNCILLOR MORATELLI / SECONDED COUNCILLOR NELSON

CARRIED R-90-2024

#### Voting

**For the Motion:** Councillors Tanya Taylor, Craig Campbell, Michelle Chuang, Kristina Dodds, Anna Greco, Roy McCullagh, John Moratelli, Andrew Nelson, Georgie Roussac, Sarah Royds, Angelo Rozos, Robert Samuel, Nic Wright

Against: Nil

## 5.1 CHATSWOOD CBD - ANDERSON STREET PUBLIC REALM AND CYCLE PATH

ATTACHMENTS: 1. 2401 ANDERSON STREET PUBLIC DOMAIN-

COMPRESSED

WARD: MIDDLE HARBOUR

RESPONSIBLE OFFICER: DANIEL SUI, TRAFFIC AND TRANSPORT TEAM

**LEAD** 

AUTHOR: WIL ROBERTSON, URBAN DESIGN SPECIALIST

CITY STRATEGY OUTCOME: 2.4 – VEHICLE MOVEMENT ACCESSIBILITY

MEETING DATE: 13 FEBRUARY 2025

#### 1. PURPOSE OF REPORT

To seek Traffic Committee support and feedback to advance further investigations for the future development and endorsement of the 'Anderson St Precinct'. This will focus on enhancing pedestrian and cyclist safety and amenity while strengthening the precinct's role as a vibrant Place within the Chatswood CBD during its ongoing transformation.

#### 2. OFFICERS RECOMMENDATION

To seek the Traffic Committee's support and feedback on this document to advance further investigations aimed at enhancing the precinct as a vibrant place within the Chatswood CBD, aligning with its ongoing transformation

#### 3. BACKGROUND

The Chatswood CBD is undergoing a rapid process of significant transformation including: the development of the Chatswood CBD Planning and Urban Design Strategy to 2036 and subsequent changes to the Willoughby Local Environmental Plan and Development Control Plan.

This and development activity has supported and progressed a total of 5 significant Development Applications in the area identified in Figure 1. Of these 4 are now State Significant Development Applications, with developers seeking uplift through the State Environmental Planning Policy Housing 2021 (Housing SEPP). The Housing SEPP may allow development uplift associated with the delivery of 'Affordable Housing' for a set time.

The precinct is well within a 400m walk of Chatswood's major transport hubs, including train, metro and bus interchange. In addition, it is near the Chatswood Civic Hub containing the Concourse comprising theatre space, a library and other entertainment venues as well as existing and future education facilities. With ready walking distance to the CBD in general

this newly transformed extension to the CBD will likely become a highly activated network of dining and entertainment outlets while also supporting essential commercial activity and housing.

The proposed residential offering proposes larger apartments including 4 bedrooms and larger. In this regard they may be considered family dwellings, resulting in a younger demographic.

This moment of change also presents an opportunity to reshape Chatswood as a Place to deliver meaningful public benefits. The accompanying map highlights the locations and scope of known development activity. These developments unlock the potential to create pedestrian-friendly zones, enhance connectivity, and introduce new green spaces. By integrating high-quality public spaces into these projects, the urban landscape can evolve into a more cohesive, dynamic, and inclusive environment.

The future implementation of a more pedestrian/cycle friendly environment requires the support and alignment of key property owners, stakeholders and Authorities to ensure a cohesive integrated public realm (Spaces and Places) outcome may be delivered. Appropriate analysis and planning are required to ensure that this process may be effectively managed.

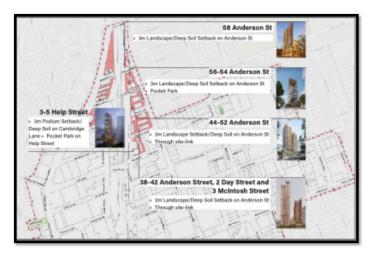


Figure 1: Anderson St Precinct

#### 4. DISCUSSION

There is significant progress on several key development sites within the Anderson St Precinct, each are in various phases of Planning Approval either with the North Sydney Planning Panel or State Government (as a SSDA).

These sites are:

- 58 Anderson St
- 54-56 Anderson St
- 44-52 Anderson St
- 38 Anderson St (Multiple consolidated sites)
- 3-5 Help St

#### **Proposed outcome:**

#### **Public Realm- Public Space**

The public realm refers to the collection of open spaces, urban spaces, transport nodes and corridors, and connecting links such as shared paths, that are accessible to everyone. It

encompasses everything from the streets, squares, parks, to outdoor dining areas, that form the setting for community life.

The public realm is vital for the social, cultural, and economic well-being of a city; providing places for people to gather, interact, and engage in various activities, enhancing the quality of life for residents and visitors alike.

The NSW Public Space Charter outlines three categories of public realm that group various types. These are outlined in Figure 2 (below).

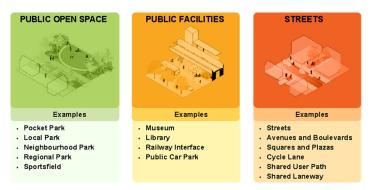


Figure 2: Public Spaces PrinciplesIn addition to public realm enhancements the precinct has the capacity to deliver several outcomes that support pedestrian and cycle amenity.

#### **Anderson Street Cycleway and Greening Project**

The existing on grade split cycleway will be transformed to become a separated cycleway located on the western side of the road. This reconfiguring will provide opportunities for upgrades to footpaths and enhanced greening through additional street trees and water harvest rain gardens.

#### **Obrien to McIntosh Pedestrian Link**

The existing pedestrian link will have increased traffic due to the new developments within the North.

#### **Cambridge Lane Shared Zone**

The opportunity to provide an activated retail shared zone with outdoor dining and cafe seating areas. This would be complimented by street plantings.

#### **Obrien St. Pocket Park/Shared Zone**

A pocket park at the cul-de-sac of O'Brien Street East. The project would conceivably be delivered as part of the adjoining proposed developments on Anderson Street. Existing significant trees along with WSUD opportunities exist for the site.

These are shown in the figure below.

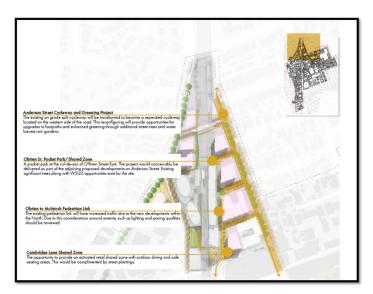


Figure 3: Anderson St Precinct opportunities

#### 5. CONCLUSION

Willoughby City Council's Urban Design team is collaborating closely with Traffic and Transport to further develop this plan and progress key opportunities, including the Anderson Street Cycleway connection.

We seek the Traffic Committee's support and feedback on the following:

- Integration of a dedicated cycle path
- Enhancement of pedestrian pathways
- Implementation of pedestrian-friendly Shared Zones

This input will help Council advance further investigations, including stakeholder engagement (adjacent owners/developers), traffic studies, vehicle and pedestrian counts, a Road Safety Audit, and Urban Design assessments. The findings will be presented in a future Traffic Committee briefing, outlining potential treatments that balance pedestrian and cycling amenity with service requirement



# ANDERSON STREET PUBLIC DOMAIN SCHEMATIC DESIGN

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The Drawing Sheets provide information on layout, materials and planting to enable construction. The Drawing Sheets may also contain long sections and elevations. The drawing sheets can be printed at a reduced scale on A3 size for ease of use on site however the contractor should refer firstly to the original size sheets.

## General Notes

- The following notes apply to all the contract documents:
   All dimensions are in millimetres unless otherwise noted.
   The contractor is not to scale from any printed drawing.
   The contractor must verify all dimensions on site and notify the Principal of any discrepancies prior to construction.
   The contractor must verify all existing services locations prior to excavation.

Notes Regarding "For Construction Documents" STUDIO GEORGOURAS believes that the information shown on this drawing (when read with the applicable specification) is sufficient for a reasonably competent and experienced landscape contractor to understand the design intent; understand the process of construction required to achieve a finished product conforming with the design intent and understand what building materials, techniques and methods are required to achieve that finished product.

Acknowledgment of Country
This project is located on Cammeraygal Country. We acknowledge the traditional custodians of Country, on this land called Australia. We respect their Elders, part, present and emerging.

Registered Landscape Architect: Alexander Georgouras AILA #3541

AG/SM

Client
Willoughby City Council

Project Team

AG/SM

Anderson Street Public Domain

Address Anderson Street, Chatswood

Schematic Design

Cover Page and Notes L-001

## **Document Transmittal**

#### Project

Name: Anderson Street Public Domain

Address: Anderson Street, Chatswood

Landscape Plan 4 of 4 Typical Sections 1 of 2 Typical Sections 2 of 2

Project ID: 2401

L-001

L-002

L-101

L-102

L-103 L-104

L-105

L-301 L-302

# Page: 1 of Sheet No. Sheet Title

# Sheet Title Cover Page Site Plan Landscape Plan 1 of 4 Landscape Plan 2 of 4 Landscape Plan 3 of 4 Landscape Plan 4 of 5

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### Studio Georgouras

Suite 1, 88 Pitt Street, Redfern, 2016



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Year	24	24	24	

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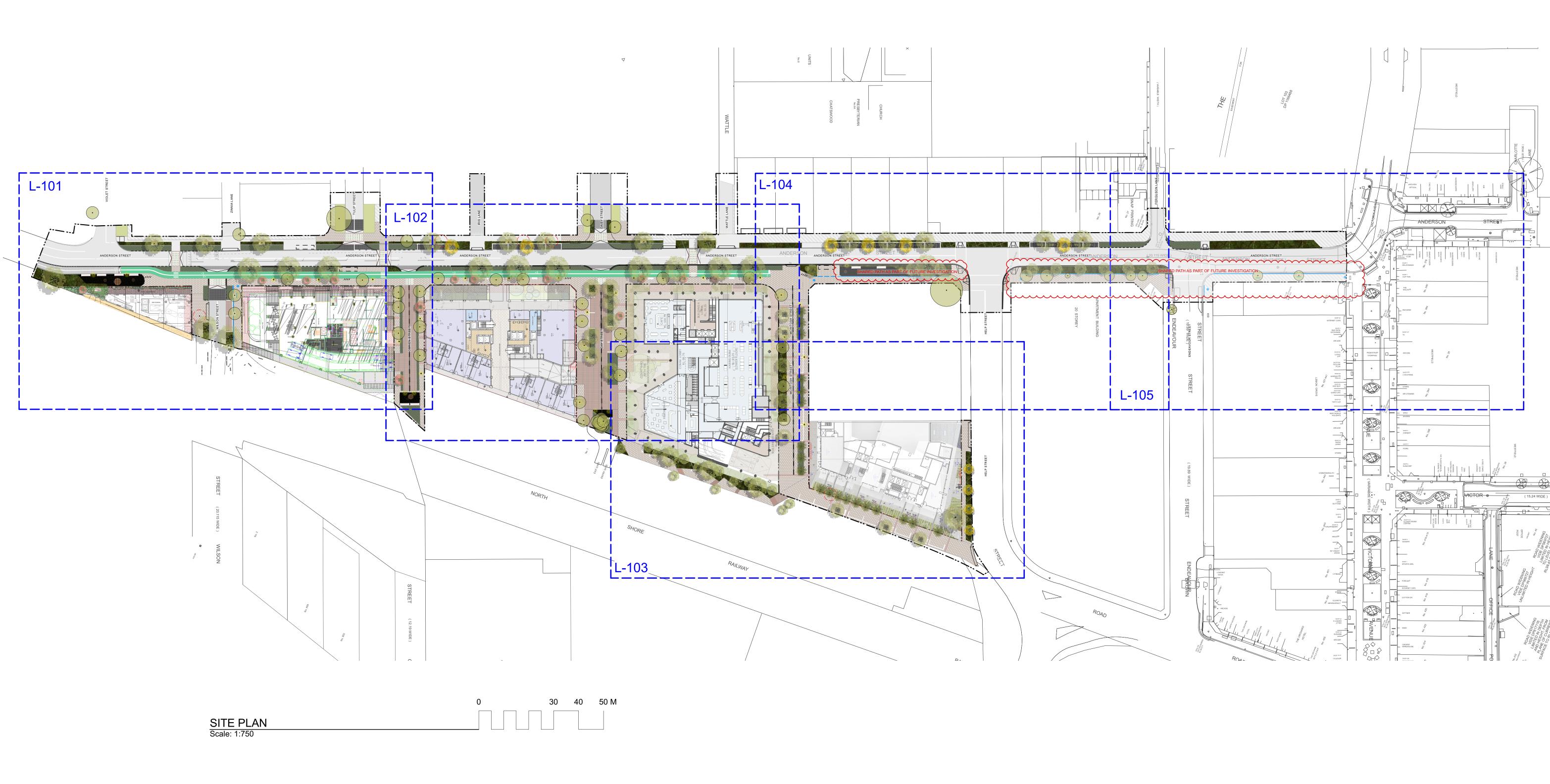
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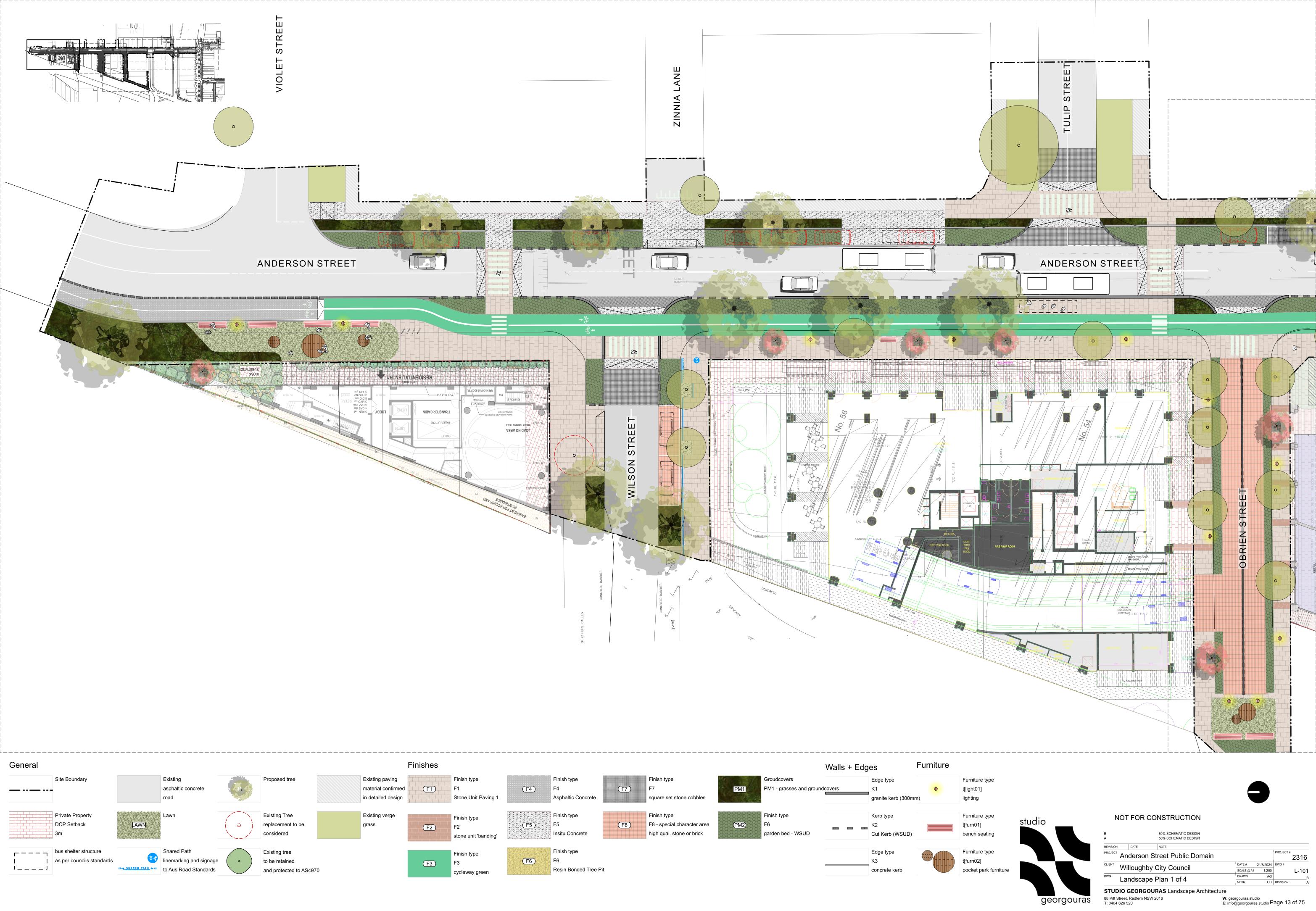
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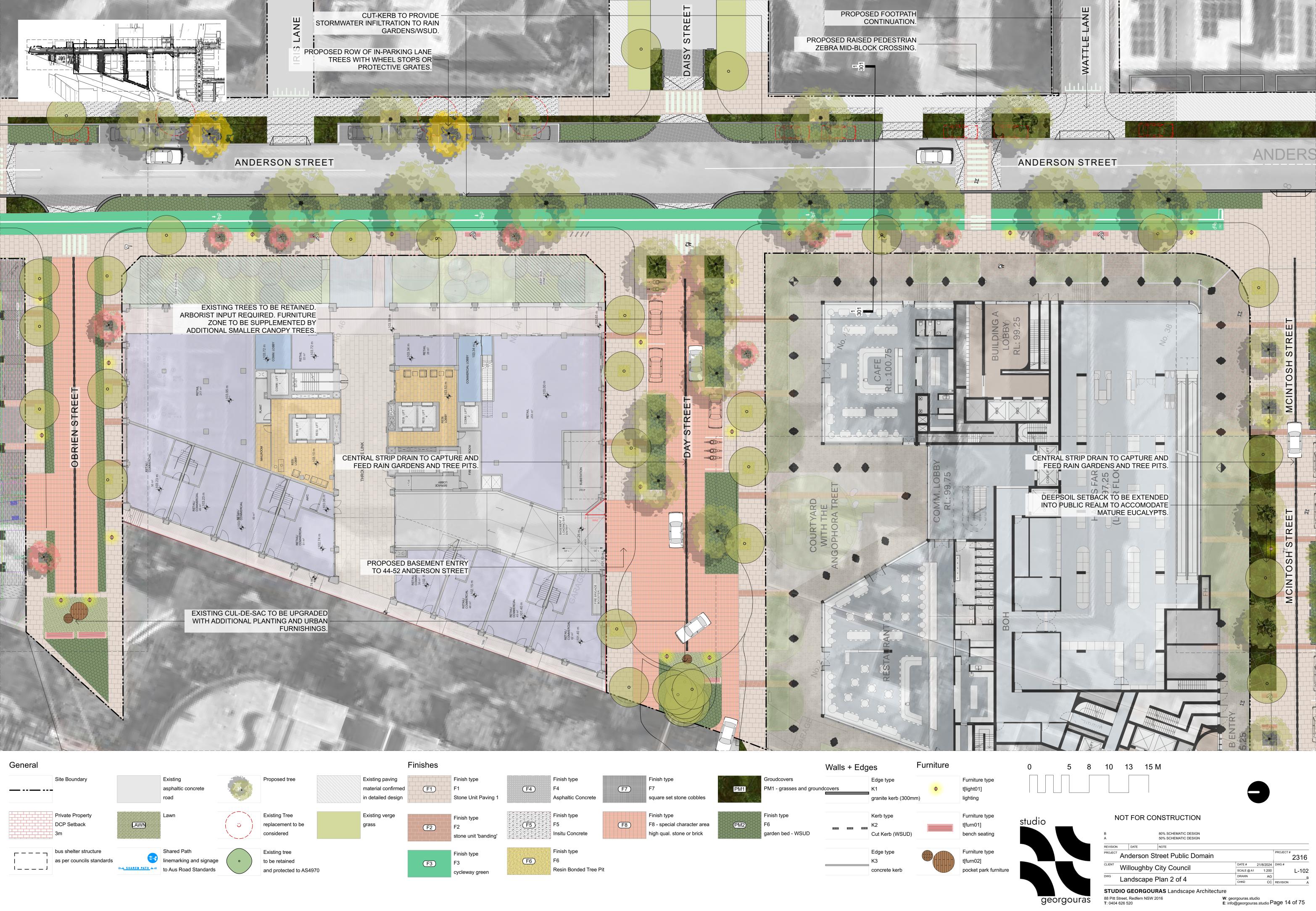
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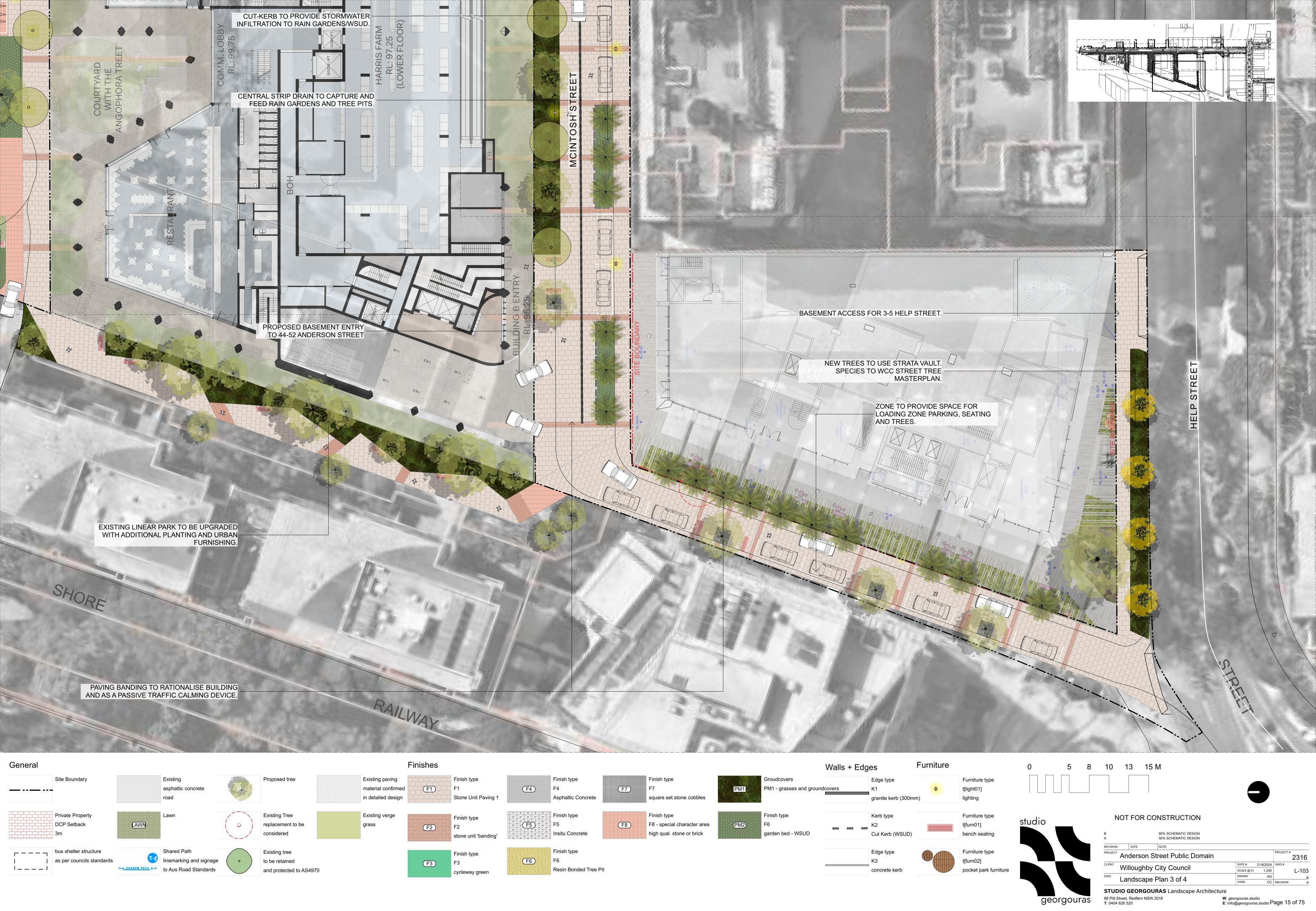


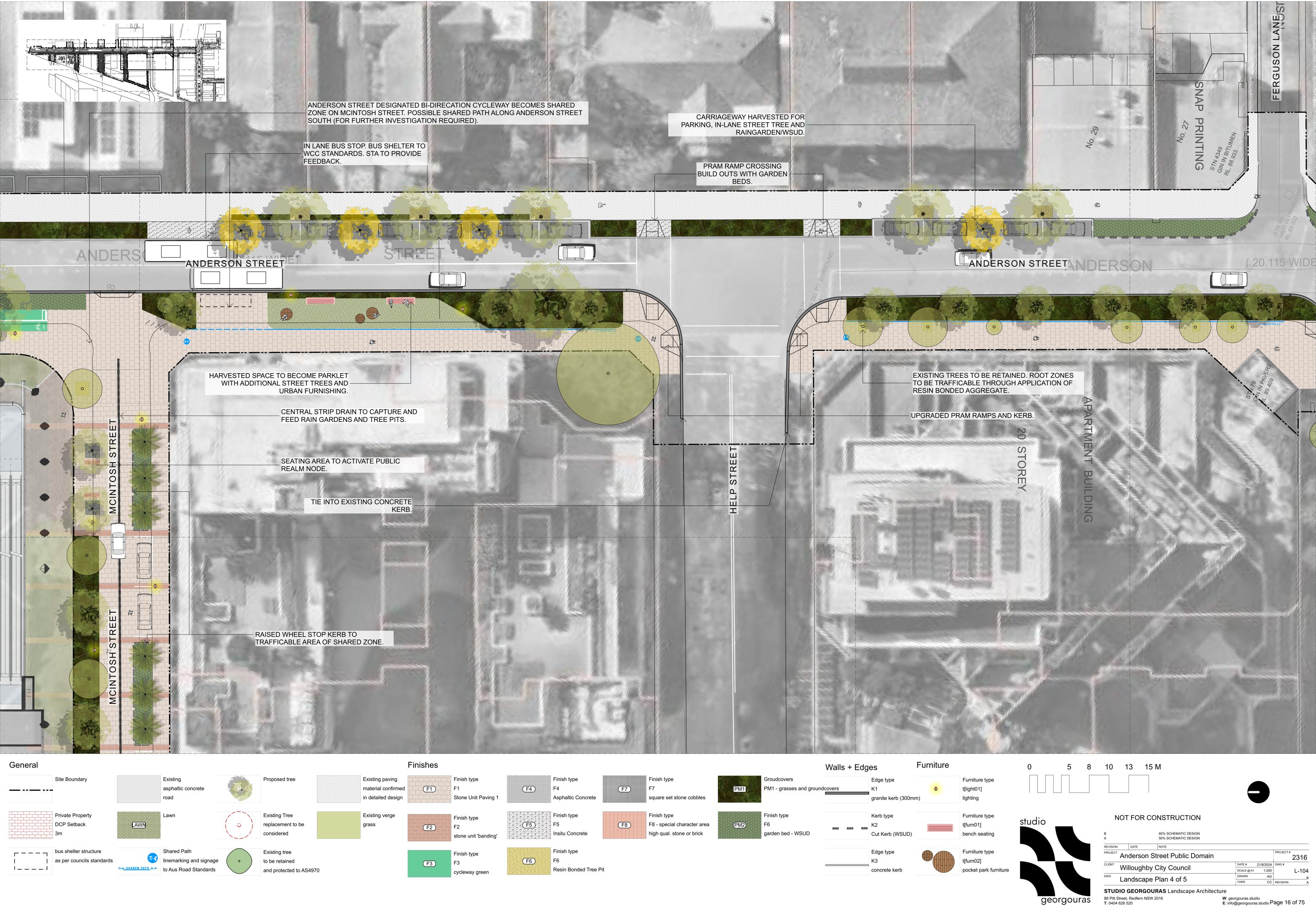


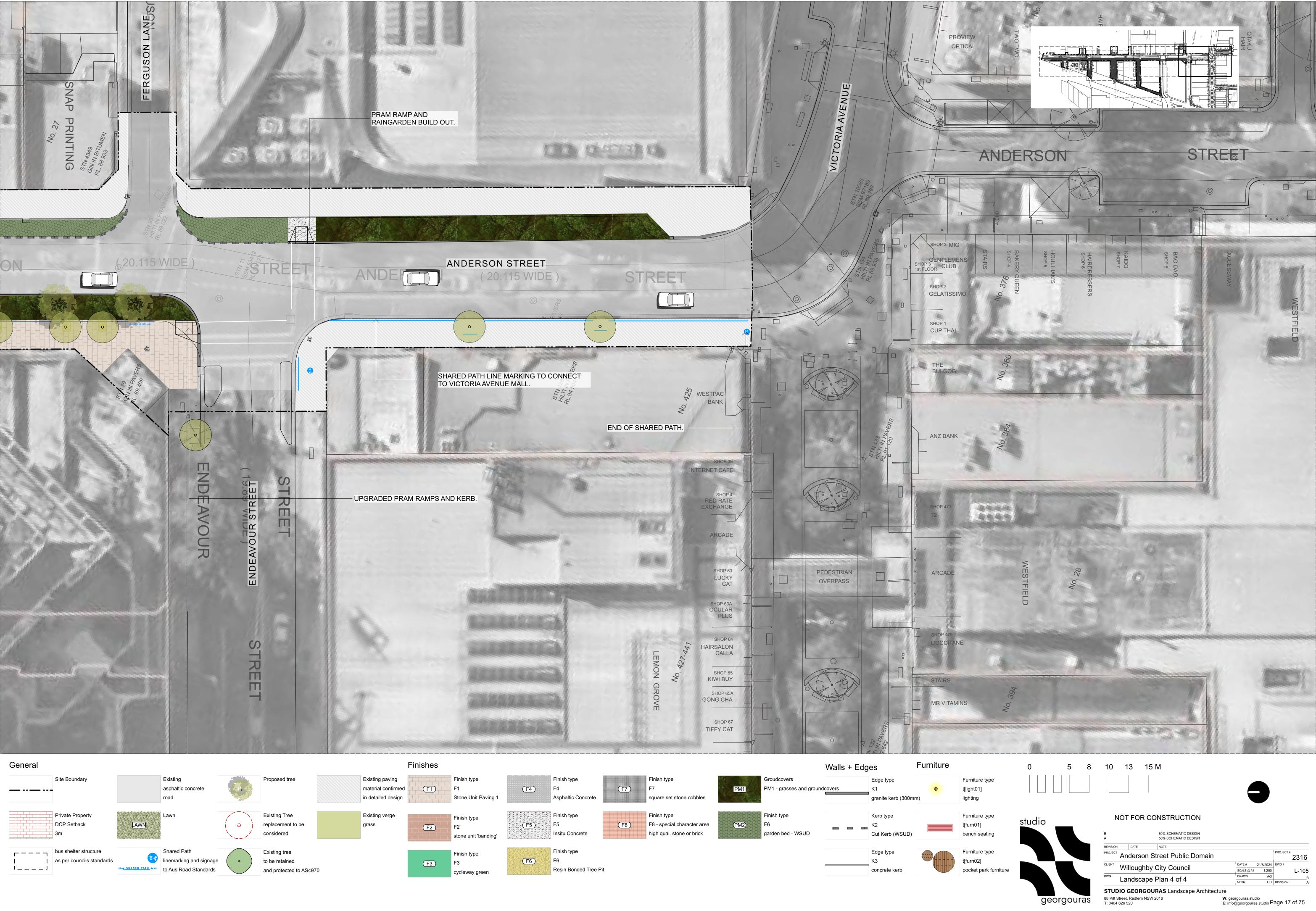
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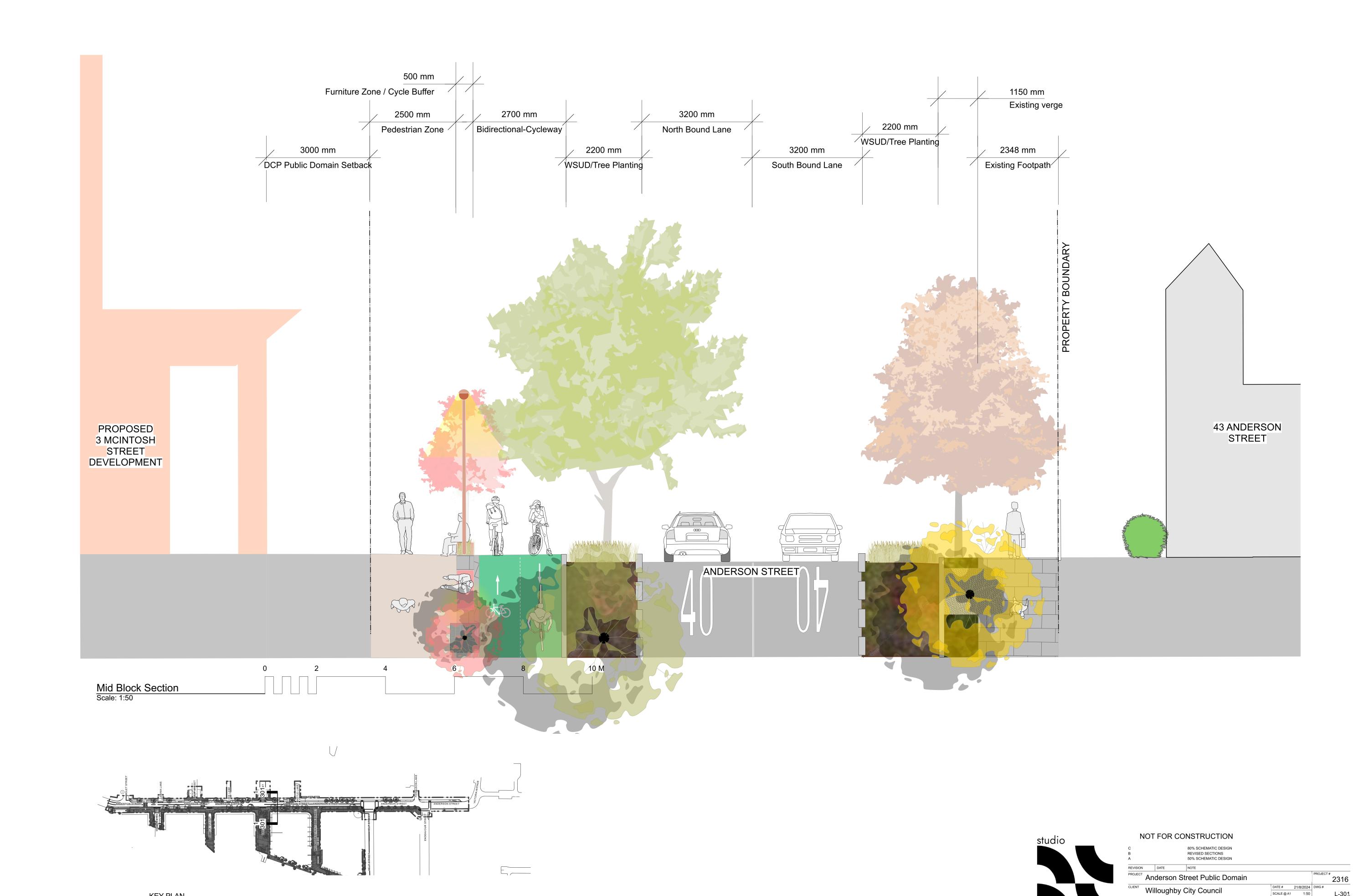












Typical Sections 1 of 2

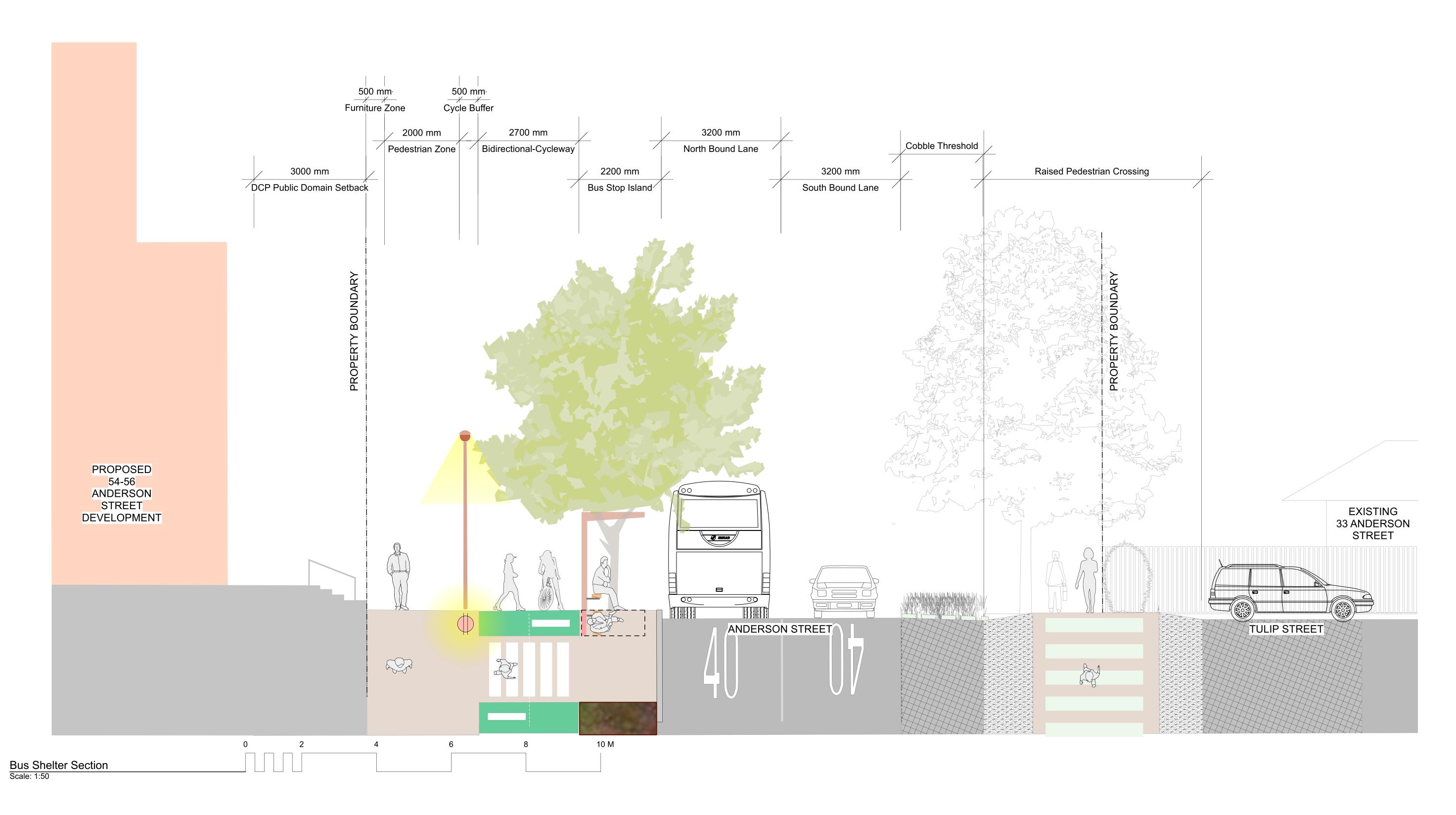
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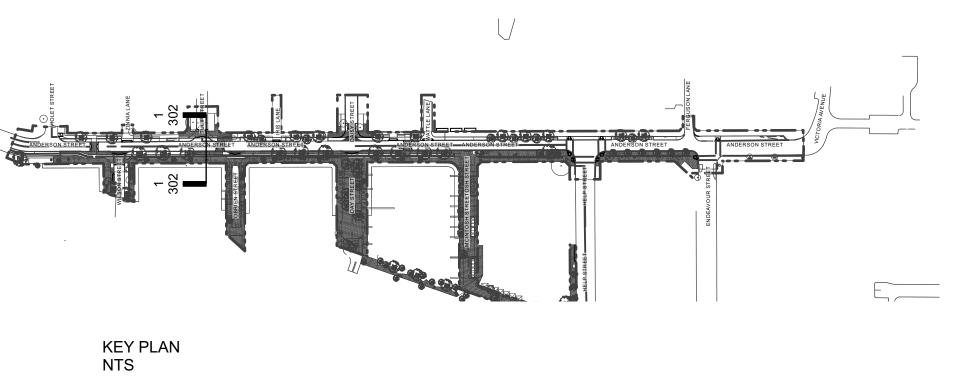
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KEY PLAN NTS







C B A		80% SCHEMATIC DESIGN REVISED SECTIONS 50% SCHEMATIC DESIGN					
REVISION	DATE	NOTE					
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## 5.2 CASTLE COVE VILLAGE CENTRE, DEEPWATER ROAD, CASTLE COVE - PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA

ATTACHMENTS: 1. ATTACHMENT 2 - ENGAGEMENT OUTCOMES

**REPORT - CASTLE COVE VILLAGE CENTRE,** 

**DEEPWATER ROAD, CASTLE COVE** 

2. ATTACHMENT 1 - CASTLE COVE VILLAGE CENTRE, DEEPWATER ROAD, CASTLE COVE

- SIGNAGE AND LINE MARKING PLAN

WARD: MIDDLE HARBOUR

RESPONSIBLE OFFICER: DANIEL SUI, TRAFFIC AND TRANSPORT TEAM

LEAD

AUTHOR: BRIAN DUONG, TRANSPORT ENGINEER

CITY STRATEGY OUTCOME: 2.4 MANAGE PARKING AND REDUCE TRAFFIC

CONGESTION.

3.1 FOSTER FEELINGS OF INCLUSION, SAFETY

AND CLEANLINESS.

MEETING DATE: 13 FEBRUARY 2025

#### 1. PURPOSE OF REPORT

To seek Council approval for the implementation of the proposed 40km/h High Pedestrian Activity Area (HPAA) and associated pedestrian crossings at Castle Cove Village centre, on Deepwater Road. These measures aim to enhance pedestrian safety and accessibility while supporting the needs of the local community and businesses.

#### 2. OFFICERS RECOMMENDATION

#### **That Council:**

- Approve the implementation of a new 40km/h High Pedestrian Activity Area (HPAA) on Deepwater Road, Castle Cove, between Warrane Place and Holly Street including;
  - a. Installation of two (2) new Raised Pedestrian Crossing on Rosebridge Avenue and Holly Street, adjacent to Deepwater Road.
  - b. Reconfiguration of the existing parking bays on Deepwater Road, Castle Cove.
  - c. Installation of 1P Timed Parking Restriction between the hours of 8:30am 6pm Monday to Friday, 8:30am 12:30pm Saturday Authorised Residents Vehicles Excepted Area 10 on Deepwater Road, Castle Cove.
- 2. Note Council has received \$874,000 grant funding support from Transport for NSW under the Pedestrian Safety Program to support and implement the 40km/h High Pedestrian Activity Area.

#### 3. BACKGROUND

Deepwater Road functions as a local collector road, providing a vital connection between the Castle Cove peninsula's residential community and essential amenities. The section under consideration, between Warrane Place and Holly Street, experiences high pedestrian activity due to the presence of several key facilities, including Castle Cove Public School, a Council library, a swim centre, and a small local shopping area with cafes, a butcher, and convenience stores.

The road has a 50km/h speed limit, accommodates two-way traffic, and primarily prioritises vehicular movement.

The surrounding land use is predominantly low-density residential (R2), with a local village centre (E1) acting as the community hub. This village centre, which includes a medical centre, cafes, and a butcher, serves not only local residents but also elderly, visitors and disabled individuals from a nearby retirement development. Castle Cove Public School is located to the north and east, the swim centre to the north, and the Council library to the west of this section of the road.

Although footpaths are available on both sides of the road, there are no dedicated pedestrian crossing facilities within this stretch. Pedestrian activity is significant, particularly near the shops and school, with children and elderly pedestrians making up a considerable proportion of road users. A footpath between House No. 23 and No. 25 provides a connection south towards Eastern Valley Way.

Deepwater Road also serves as a key transport corridor, with school bus routes operating along Deepwater Road, Rosebridge Avenue, and Holly Street.

Parking along Deepwater Road consists of a mix of 90-degree angled and parallel bays. Time-restricted parking supports short-term use for local businesses while allowing exemptions for residents.

The site location in the surrounding area are shown in Figure 1.



Figure 1: Site LocationCouncil has received significant community feedback expressing concerns about pedestrian safety on Deepwater Road, particularly in the vicinity of the shops, local cafes and Castle Cove School.

In response, Council secured funding to conduct a traffic speed study and pedestrian survey in May 2024. The analysis identified high vehicle speeds in an area of significant pedestrian activity.

Managing vehicle speeds is a critical element of pedestrian safety, aligned with the principles of the Safe System approach. Research demonstrates that a pedestrian struck by a vehicle traveling at 40 km/h is twice as likely to survive compared to a collision at 50 km/h. Speeds exceeding 40 km/h substantially increase the risk of severe injury or fatality for pedestrians.

Establishing a 40 km/h High Pedestrian Activity Area (HPAA) on Deepwater Road near Castle Cove Village represents a targeted traffic management and safety solution. This approach aligns with Transport for NSW (TfNSW) guidelines for HPAA implementation, Movement and Place framework and the objectives of the Road Safety Program.

The current 50 km/h speed limit, combined with limited pedestrian crossing facilities, fails to adequately support the high level of foot traffic in the area. There is a high degree of pedestrian activity along this road corridor to the frontage of the school to the east of Holly Street. A large number of these pedestrians are children, due to the adjacent school, swim centre and Council community library.

Additionally, a nearby retirement living development contributes to increased pedestrian activity, which generates a considerable number of elderly and disabled pedestrian movements towards the village centre.

The road currently focuses on private vehicles and road performance over pedestrian amenity. There is a lack of pedestrian crossing opportunities and potential for vehicle-pedestrian conflict and it does not support high pedestrian activity environments where pedestrians can be observed crossing the road throughout the day.

Introducing a new HPAA would include a reduced speed limit and infrastructure upgrades to enhance pedestrian safety. Changes to the local road environment are implemented to alert drivers to the lower speed limit, encourage drivers to travel at or below 40 km/h and make them aware of the presence of pedestrians.

The measures to support the introduction of a new 40km/h HPAA include:

- Installing tactile paving treatments at the eastern and western entry points of the HPAA on Deepwater Road.
- Installing 40 km/h HPAA signage and road markings at key gateways to inform motorists of the lower speed limit and heightened pedestrian activity near the village.
- Constructing two new raised pedestrian crossings (wombat crossings) on Rosebridge Avenue and Holly Street at their intersections with Deepwater Road.

Transport for NSW (TfNSW) manages speed limits on public roads, has reviewed the survey results and supports the implementation of the proposed 40km/h HPAA on Deepwater Road. Council's successful application for \$874,000 in funding under the Road Safety Program to improve road safety for vulnerable road users.

#### 4. DISCUSSION

Extensive community and stakeholder engagement was conducted from 23 December 2024 to 2 February 2025 to gather feedback on the Plan. Multiple communication channels were used to ensure broad outreach and inclusive participation:

#### **Notification Letters**

Letters were distributed to all directly affected properties and businesses, including residents and occupants of Castle Cove and the peninsula. The letters outlined the proposed changes and invited feedback on the Plan.

**REPORT PAGE 3** 

#### **Digital Platforms**

Social media platforms and Council's *Have Your Say* website provided updates and opportunities for residents to learn more about the project and submit comments.

#### Stakeholder Briefings

Council organised a briefing on 13 November 2024 for Councillors and business owners. This session facilitated targeted discussions on the project's impact, particularly concerning local businesses, parking arrangements, and traffic flow.

#### **In-Person Consultations**

Two (2) drop-in sessions were held at Castle Cove Village Centre, allowing residents to meet with Council officers, ask questions, and provide feedback in person. A total of 38 people attended these sessions, sharing their experiences regarding traffic and safety in the village.

Submissions were accepted via the *Have Your Say* project page and email. Additionally, Council officers engaged with the community through phone calls, ensuring accessibility for all residents to voice their perspectives.

#### **Community Feedback Summary**

A total of fifty (50) submissions were received through Have Your Say, with 94% expressing support for the proposed plan. This included forty seven (47) submissions in favor with suggested modifications and three (3) objections. Additionally, four (4) email submissions supported the proposal with recommended changes.

All feedback will be carefully reviewed, and relevant suggestions will be incorporated into the detailed design phase where appropriate. A report documenting the consultation methodology, residents' and businesses' comments, and survey analysis is provided in **Attachment 2**.

The Castle Cove Progress Association and Bike North expressed their support for the proposal, emphasizing the positive impact on pedestrians and cyclists in the area.

#### **Objections & Concerns**

Three (3) objections were received from residents opposing the proposed 40 km/h High Pedestrian Activity Area (HPAA) for Castle Cove Village. Their concerns centered on the belief that the speed limit reduction and associated pedestrian improvements were unnecessary. Some participants suggested reallocating the funding to other priorities.

#### **Council Response & Considerations**

Council acknowledges the importance of the village centre to the Castle Cove peninsula. The precinct serves as a significant trip generator for pedestrians, cyclists, and vehicles, necessitating careful management of competing demands. Parking has been identified as a top priority for both residents and visitors.

All feedback will be reviewed, and Council will balance safety improvements with community priorities to ensure the best outcome for all road users.

Council officers recognise the importance of the village centre to the Castle Cove peninsula. The precinct serves as a significant trip generator for pedestrians, cyclists, and motor vehicles, creating inherent conflicts that need to be carefully managed, with parking identified as a top priority for residents and visitors.

Feedback from the community and stakeholder engagement indicates strong support for the proposed road safety improvements. Many residents and businesses have expressed clear agreement with the proposed speed limit changes and pedestrian facilities, recognising their potential to address existing safety concerns. Based on this support, Council officers recommend proceeding with the proposal for the Castle Cove Village Centre, with minor modifications.

Council has taken into account the feedback provided by local residents, businesses, and key stakeholders (including the Castle Cove Progress Association, TfNSW, Councillors, and Bike North). The proposal has been amended to reflect resident submissions. The key amendments from the initial proposal include:

- The raised pedestrian crossing (wombat crossing) on Rosebridge Avenue will be offset six (6) metres from the intersection. This adjustment will allow space for vehicles waiting for pedestrians to cross and will align with TfNSW guidelines and Australian Standards. However, this change will result in the removal of one parking space along Rosebridge Avenue.
- 2. The raised pedestrian crossing (wombat crossing) on Holly Street will remain. However, the part-time 'Loading Zone' on Holly Street will be removed. This change will have minimal impact, as the 'Loading Zone' was underutilised by businesses and was not in an ideal location. A timed 'Loading Zone' within the accessible parking space on Deepwater Road is considered a more convenient and preferred option for business deliveries.
- 3. Council identified that the existing 'No Stopping' sign at the intersection of Deepwater Road and Warrane Place is non-compliant, as it is positioned less than 10 metres from the intersection, contrary to Australian Road Rules. The proposed kerb blister at the western entry point to the village centre, adjacent to Warrane Place, will be positioned within this statutory 10-metre No Stopping restriction zone. This placement will clearly mark the entrance to the proposed 40km/h High Pedestrian Activity Area (HPAA).
- 4. The proposed kerb ramp adjacent to Property No. 27 will be removed from the plan to maintain parking opportunities. However, the kerb ramp between Properties No. 23 and No. 25 will remain, as it better serves pedestrians and aligns with preferred desire lines.
- 5. The existing accessible parking bays will be relocated to align with the proposed kerb ramp on the south side, improving usability for residents and visitors crossing Deepwater Road. The existing 5-minute parking spaces will be repositioned to accommodate these changes. This rearrangement will align with preferred desire lines and provide better crossing opportunities across Deepwater Road to the village centre. It will also improve access for people with disabilities to the medical centre. Importantly, this rearrangement will not result in a loss of parking spaces.
- 6. Four (4) new 1P timed parking restrictions will be introduced along the northern kerbside of Deepwater Road, adjacent to Rosebridge Avenue. This change will help maintain parking availability for residents while providing more parking opportunities

and improving parking turnover for businesses in the village centre. These restrictions will align with similar ones on the southern kerbside of Deepwater Road. By reducing long-term parking in this section, these changes aim to keep the area around the intersection clear for vehicles exiting Rosebridge Avenue.

Council has carefully considered the impact on parking and has worked to minimise the loss of parking spaces wherever possible.

Overall, the proposed changes will result in the removal of one (1) parking space on Rosebridge Avenue while introducing four (4) new timed parking restriction spaces along Deepwater Road. These changes will help improve parking turnover and provide more convenient parking options for both residents and visitors.

#### **Other Community Comments and Feedback**

Council acknowledges the ongoing concerns regarding parking demand and congestion along Rosebridge Avenue, particularly near Castle Cove Public School, as well as the issue of bicycles riding along the footpath. In response, Council will conduct a separate review to assess the current conditions and identify potential measures to improve traffic flow and parking availability. This investigation will consider the needs of residents, businesses, and the school community to develop practical solutions that balance safety, accessibility, and local amenity.

Based on community feedback, Council has formally requested that TfNSW consider further reducing the speed limit to 30 km/h within this area. As the authority responsible for setting speed limits on public roads, TfNSW will assess this request in line with safety, traffic conditions, and community needs.

Residents have also expressed interest in widening footpaths, improving streetscapes, and adding seating areas to create a more welcoming environment. Some submissions proposed reconfiguring parking to support additional outdoor dining and enhance the local streetscape. While these ideas align with Council's broader vision for safe and vibrant public spaces, the funding endorsed under the Transport for NSW (TfNSW) Road Safety Program is limited to on-road and pedestrian infrastructure, such as crossings, speed limit signage, and entry and exit treatments.

To ensure these community priorities are addressed, Council will conduct a separate review and investigation to explore opportunities for footpath widening and streetscape enhancements.

#### 5. CONCLUSION

The project aims to enhance pedestrian safety and reduce traffic speeds by constructing new road infrastructure, making Castle Cove village centre safer and more accessible for all.

Community and stakeholder engagement was conducted from 23 December 2024 to 2 February 2025, utilising multiple channels to ensure broad participation. Notification letters were sent to all properties within the Castle Cove area, while digital platforms, such as social media and the *Have Your Say* website, helped reach a wider audience. Additionally, a briefing and two drop-in sessions at Castle Cove village centre gave residents and businesses the opportunity to discuss the project and provide feedback.

In response to the feedback received, adjustments were made to balance parking needs with pedestrian and traffic safety. These modifications aim to enhance accessibility and

functionality within the village centre, while staying aligned with the project's goals, scope, and the agreement with Transport for NSW (TfNSW).

It is recommended that the Traffic Committee supports the implementation of the 40km/h High Pedestrian Activity Area (HPAA) and associated pedestrian facilities at Castle Cove Village Centre, on Deepwater Road, as outlined in Attachment 1.

Engagement Outcomes Report for Castle Cove Village Centre, Deepwater Road, Castle Cove – Proposed 40 Km/h High Pedestrian Activity Area

February 2025

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### **Executive summary**

Extensive community and stakeholder engagement was undertaken from 23 December 2024 to 2 February 2025 to seek feedback on the Plan. Multiple communication channels to ensure broad outreach and inclusive participation

A letter outlining the proposed improvements was sent to all property owners and resident/ occupants, inviting them to participate in a survey questionnaire posted on the Have Your Say project page or providing email. Feedback was collected by:

#### Notification Letters

 Letters were sent to all directly affected properties and businesses, including all residents and occupants in Castle Cove suburb and the peninsula. The letters outlined the proposed changes and inviting feedback on the Plan.

#### Digital Platforms

 Social media platforms and Council's Have Your Say website provided updates and opportunities for residents to learn more about the project and submit comments.

#### Stakeholder Briefings

 Council organized a briefing on 13 November 2024 for Councillors and business owners. This session facilitated targeted discussions about the project's impact, particularly on local businesses, parking arrangements, and traffic flow.

#### In-Person Consultations

Two pop-up sessions were held at Castle Cove Village Centre. These sessions allowed residents to meet with Council officers, ask questions, and express their views in person. A total of 38 people attended the dropin sessions and provided their traffic and safety experience at the village and feedback on the proposal

Submissions were accepted via the Have Your Say project page and email. Additionally, Council officers facilitated engagement through phone calls, ensuring accessibility for community members to voice their perspectives

A total of 50 submissions were received via Have Your Say. Of these, 94% expressed support for the proposed plan, with 47 submissions in favour with suggest changes and three (3) objections. Additionally, four (4) email submissions were received of support with suggested changes. All feedback and suggestions will be carefully reviewed, and relevant aspects will be incorporated into the detailed design phase where appropriate.

The representation from Castle Cove Progress Association and Bike North have expressed their support for the proposal. Their feedback highlights the positive impact the changes will have on people who walk and cycle in the area.

Below is an analysis of key feedback received.

#### Sentiment

Feedback from the community and stakeholder engagement indicates strong community support for the proposed improvements. Many residents and businesses have shown clear agreement with the proposed speed limit changes and pedestrian facilities, recognising their potential to address existing safety concerns

#### **Issues raised**

Feedback was primarily provided on the following issues:

#### 1. Road Safety and Speed Management

- Many residents expressed concerns about speeding through the village centre and surrounding streets. Suggestions included installing additional speed humps, lowering the speed limit to 30 km/h, and introducing flashing speed signs to encourage safer driving. Several respondents noted that speeding is an ongoing issue, particularly on Rosebridge Avenue, Holly Street, and Deepwater Road.
- Some residents believe that stronger measures and additional treatments are needed to prevent accidents and improve safety for pedestrians and cyclists.

#### 2. Parking and Traffic Flow

 Parking and traffic congestion were frequently highlighted as issues, particularly along Rosebridge Avenue, along the frontage of the school. Residents reported that parking on both sides of these streets restricts movement and creates safety risks, especially near the school and shops.

#### 3. Pedestrian Safety and Crossings

- Improving pedestrian safety was a strong theme in community feedback. Many residents supported installing additional pedestrian crossings at key locations, particularly on Deepwater Road and Rosebridge Avenue.
- Concerns were raised about poor visibility at the proposed pedestrian crossings on Rosebridge Avenue, parked cars obstructing sightlines adjacent, and crossings being too close to intersections
- Some residents also suggested reducing roadside obstacles such as parked cars near crossings to improve sightlines for drivers and pedestrians.

#### 4. Village Centre and Public Space Enhancements

• Feedback indicated a strong desire for a more pedestrian-friendly environment in the village centre. Many community members

- supported widening footpaths, improving walkways, and adding seating areas to create a more welcoming space for residents and visitors.
- The pedestrian walkway between Kendall Road and Deepwater Road was noted as being poorly maintained, with requests for paving, and better lighting to improve safety and accessibility.
- Some suggestions also included reconfiguring parking spaces to allow for outdoor seating areas that support local businesses.

#### Participant and sentiment analysis

#### **Location of participants**

Participants were asked to state their home suburb. The feedback received predominantly from local residents, with a concentration in the Castle Cove area comprising 44% of the total feedback. Additionally, 24% of feedback originated from Middle Cove, Roseville, Artarmon and Castlecrag, with each of these suburbs contributing 6% of the total. The remaining submissions were among neighbouring suburbs.

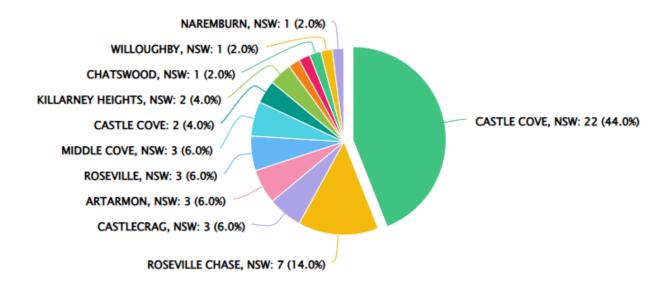


Figure 1 – Location of participants

#### **Background of participants**

Participants were asked to state in what capacity they were primarily responding to this engagement and about the frequency of their visits to the Castle Cove shops. Around 64% of participants were responding as local residents of Castle Cove. Additionally, 26% of feedback was provided by residents within the Willoughby LGA.

The feedback received was predominantly from participants who visited the area once a week, constituting of 88% of total respondents.

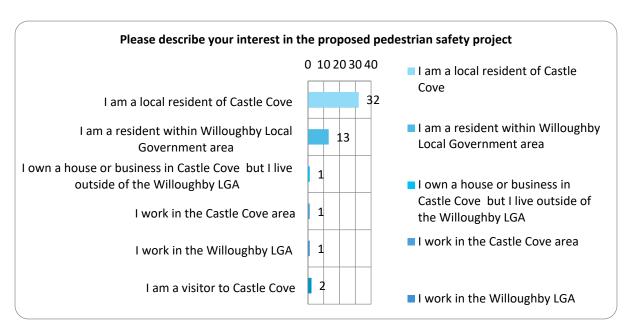


Figure 2 - Background of participants

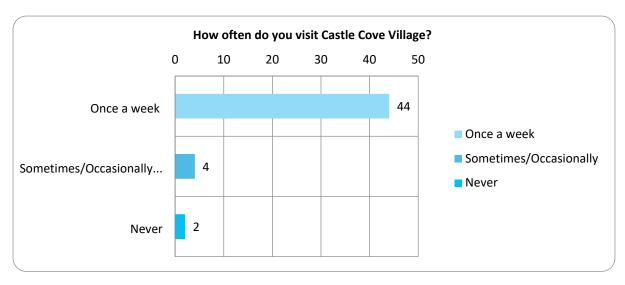


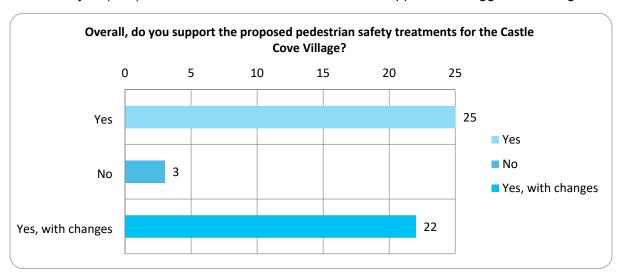
Figure 3 – Frequency of Visits by Residents

#### Overall support or opposition

Participants were asked whether they supported or opposed the proposal.

The feedback received during the consultation period indicates a high level of support for the proposed improvements. A total of 50 formal submissions were received through the various channels. Of these, 25 (50%) submissions expressed outright support for the proposal, while 22 (44%) indicated support with suggested changes. Conversely, 3 (6%) submissions opposed the proposal.

Additionally, 4 (four) email submissions were received of support with suggested changes.



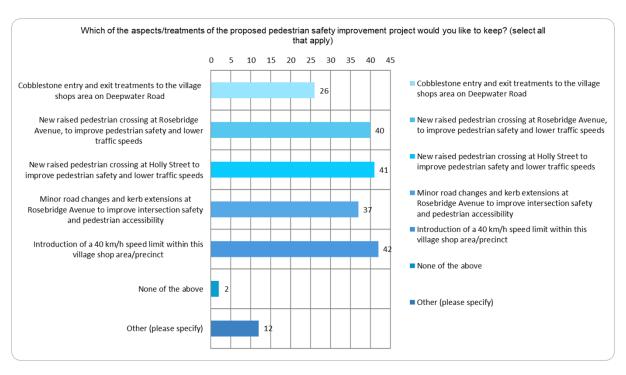
Overall, do you support the proposed pedestrian safety treatments for the Castle Cove Village?					
Yes	25	50.00%			
No	3	6.00%			
Yes, with changes	22	44.00%			

Figure 4 – Level of support

### Detailed survey analysis

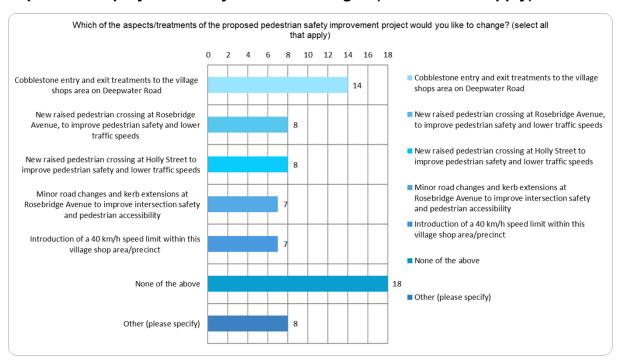
As part of this engagement process, participants were asked to respond to a series of questions to understand what they like and did not like about the proposal. Below is an analysis of the responses to these questions:

# Question: Which of the aspects/treatments of the proposed pedestrian safety improvement project would you like to keep? (select all that apply)



Which of the aspects/treatments of the pro	posed pedestrian safety im p? (select all that apply)	provement project would
Cobblestone entry and exit treatments to the village shops area on Deepwater Road	26	52.00%
New raised pedestrian crossing at Rosebridge Avenue, to improve pedestrian safety and lower traffic speeds	40	80.00%
New raised pedestrian crossing at Holly Street to improve pedestrian safety and lower traffic speeds	41	82.00%
Minor road changes and kerb extensions at Rosebridge Avenue to improve intersection safety and pedestrian accessibility		74.00%
Introduction of a 40 km/h speed limit within this village shop area/precinct	42	84.00%
None of the above	2	4.00%
Other (please specify)	12	24.00%

## Question: Which of the aspects/treatments of the proposed pedestrian safety improvement project would you like to change? (select all that apply)



Which of the aspects/treatments of the proposed pedestrian safety improvement project would you like to change? (select all that apply)		
Cobblestone entry and exit treatments to the village shops area on Deepwater Road	14	28.00%
New raised pedestrian crossing at Rosebridge Avenue, to improve pedestrian safety and lower traffic speeds	8	16.00%
New raised pedestrian crossing at Holly Street to improve pedestrian safety and lower traffic speeds	8	16.00%
Minor road changes and kerb extensions at Rosebridge Avenue to improve intersection safety and pedestrian accessibility	7	14.00%
Introduction of a 40 km/h speed limit within this village shop area/precinct	7	14.00%
None of the above	18	36.00%
Other (please specify)	8	16.00%

#### Survey analysis

Participants were able to choose which aspects or treatments they like and did not like. Participants were able to choose as many options that they wanted.

The feedback from the survey on the proposed pedestrian safety improvement project reflects a strong general approval of the suggested treatments, with specific preferences for aspects that would improve pedestrian safety and traffic management in the village.

#### **Aspects/Treatments to Keep:**

- A significant majority of respondents strongly support several elements of the pedestrian safety improvement project.
  - New raised pedestrian crossing at Holly Street (82%) and new raised pedestrian crossing at Rosebridge Avenue (80%) are strongly supported.
  - Introduction of a 40 km/h speed limit within the village shop area (84%) also sees strong acceptance, highlighting a clear desire for slower traffic to enhance safety around the village centre.
  - Minor road changes and kerb extensions at Rosebridge Avenue (74%) also receive strong support.
- While cobblestone treatments for the village shop area on Deepwater Road are preferred by 52% of respondents, this is the least popular option compared to other treatments.

#### **Aspects/Treatments to Change:**

- Only 14% wish to change the proposed 40 km/h speed limit in the village shop area, signalling general acceptance of this safety measure.
- A relatively smaller percentage of respondents wish to change any aspect of the proposed treatments, with the highest level of desire for change around the cobblestone treatments (28%). Comments for this change raises concerns about the practicality, accessibility, and comfort.

he feedback strongly favours maintaining most of the proposed improvements, particularly the raised pedestrian crossings, speed limit reduction, and road changes for pedestrian safety. However, there portion of respondents are open to adjustments or alternative suggestions. The overall sentiment is positive, with many residents supporting the initiatives to enhance pedestrian safety.

It is important to note that participants were unclear about what the cobblestone treatments entail. The cobblestone entry and exit treatments will not affect the footpath or pedestrian walking to and from the village centre. They are textured road surface treatments that contrast with the adjacent roadway. The treatments aim to alert drivers that they are entering a driving environment that is different from the one they have just left by the use of visual and tactile clues

# Other comments made

As part of this engagement process, participants were able to provide free text comments or by email as part of this survey responses. All comments has been incorporated in the Attachment A.

# Attachment A – Submissions received

All Comments Register and Responses:

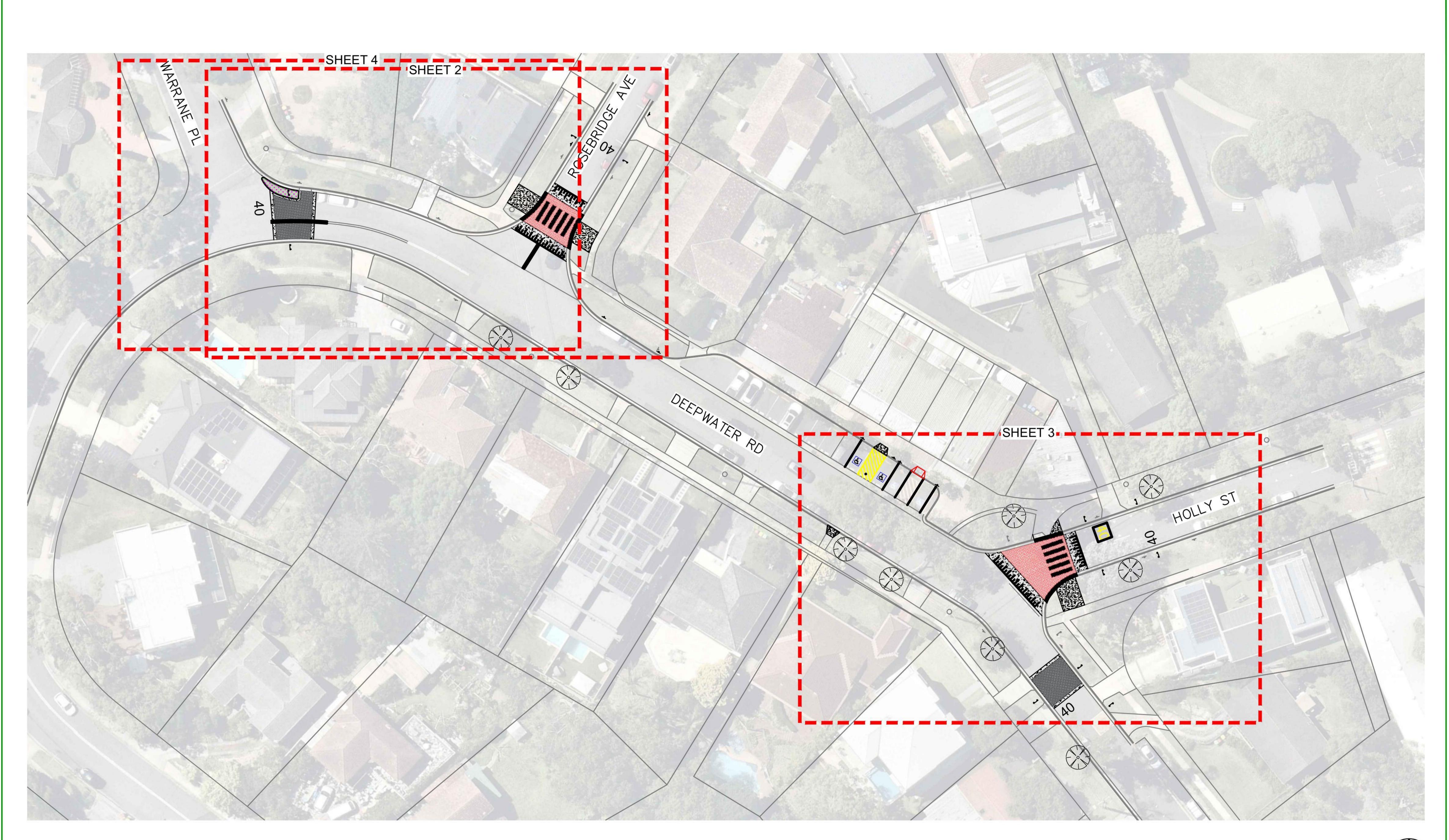
No.	Comments	WCC's response
1	"The majority of customers who access the centre from the South side of Deepwater Road come by car and are already on the road and are looking for ramps on the shop's side of the road."	The proposed kerb ramp adjacent to Property No. 27 will be removed from plan, to maintain parking opportunities. However, the kerb ramp between Properties No. 23 and No. 25 will remain in place, as it better serves pedestrian and aligns with preferred desire lines.
2	"Is underground parking an eventual option under the shops?"	Underground parking is outside the scope of this project but will be noted for future planning considerations.
3	"There are other areas of safety to address as well, like road safety for students along Kendall Road"	Council will carry out a separate review to assess current conditions and identify potential measures to improve pedestrian and road safety on Kendall Road
4	"Cobblestone surface concerns me will make it difficult for mobility impaired to navigate safely."	The cobblestone entry and exit treatments will not affect the footpath or pedestrian walking to and from the village centre. They are textured road surface treatments aim to alert drivers that they are entering a driving environment that is different from the one they have just left by the use of visual and tactile clues
5	"There needs to be at least two disabled parking spots available in the parking bays."	Currently there are two (2) acccessible park bays available along the village centre, on Deepwater Road
6	"Need to avoid confusing traffic signage."	Council will review signage placement and consider consolidation or improved visibility of speed zones.
7	"T intersection at Eastern Valley Way and Deepwater Rd needs looking at - perhaps a roundabout!"	Council will forward options to TfNSW as Eastern Valley Way is managed by TfNSW
8	"Speed humps between Rosebridge Ave and Holly St"	Additional speed humps may not be suitable for the village centre. They could generate increased noise levels, which may impact local businesses and residents.
9	"Please spend rates on making the pedestrian walkway that connects Deepwater Road and Kendall Road less dangerous."	Council will carry out a separate review to assess current conditions and identify potential measures to improve pedestrian walkway

10	"Regarding Rosebridge Avenue, you should consider making it permanent no parking on the side closest to Roseville Chase"	Council will carry out a separate review to assess current conditions and identify potential measures to improve pedestrian and road safety on Rosebridge Avenue.
11	"Would like to see Rosebridge Ave become one way between Deepwater and Kendall and then the same with Holly St between Deepwater and Kendall."	Council will carry out a separate review to assess current condition and conduct a traffic revivew to evaluate feasibility of one-way conversions.
12	"Proper bike racks for the kids. They just lie them on the footpath now, a real hazard."	Council will carry out a separate review and assess locations for additional end-of-trip facilities for bicycles
13	"I am not sure if the swim centre is in the right position? This brings a great deal of strain on activity around the school and shops."	Council has taken note of the feedback provided by resident.
14	"Holly St needs an uplift."	Council has taken note of the feedback provided by resident and to be considered in a separate review
15	"Changes to Rosebridge and Holly Street, making them one way."	Council will carry out a separate review to assess current condition and conduct a traffic revivew to evaluate feasibility of one-way conversions.
16	"This should have included a legend for the residents to understand proposed works better."	Council has taken note of the feedback provided by resident. Council will improve future community engagement documents with legends and explanations.
17	"Please install multiple (I would suggest 6-8) speed humps between Rosebridge and Holly St."	Additional speed humps may not be suitable for the village centre. They could generate increased noise levels, which may impact local businesses and residents.
18	"Additional parking still required."	Increasing parking availability would be not be feasibility due to the limited available space and would create more conflict points in the area.
19	"A flashing light to advise people to slow down."	Council has taken note of the feedback provided by resident and to be considered by TfNSW.
20	"Road safety for students along Kendall Road particularly between Holly and Rosebridge Avenues."	Council will carry out a separate review to assess current conditions and identify potential measures to improve pedestrian and road safety on Rosebridge Avenue. Council's Ranger will be informed of the issues

		and to monitor existing timed parking in the area.
21	"Rosebridge Ave opposite the school should be only on the school side on weekends in the AM."	Council will carry out a separate review to assess current condition and conduct a traffic review to evaluate feasibility of additional parking restrictions along Rosebridge Avenue
22	"Pedestrian walkway on Council land connecting Kendall Rd and Deepwater Road. Not maintained and dangerous."	Council will carry out a separate review to assess current conditions and identify potential measures to improve pedestrian and road safety on Holly Street
23	"Flashing 40KM signs. Also more signage that bikes should be dismounted before entering the shopping village area."	Council has taken note of the feedback provided by resident and to be considered by TfNSW. Council will carry out a separate review and assess locations for additional end-of-trip facilities for bicycles, to discourage bike rides along the footpath
24	"I believe that the residents and shop owners need more parking in the area."	Increasing parking availability would not be feasibility due to the limited available space and would create more conflict points in the area.
25	"Reduce amount of on-street parking - widen footpaths and bike lanes."	Council has taken note of the feedback provided by resident, however removal of parking would not be supported for local residents and businesses
26	"Rosebridge Avenue should have parking on one side only of the road between Deepwater Rd and Kendall Ave."	Council will carry out a separate review to assess current condition and conduct a traffic review to evaluate feasibility of additional parking restrictions along Rosebridge Avenue
27	"Near my office in Pyrmont they recently put a zebra crossing in at a similar junction to Rosebridge St. It is too close to the main Rd, and it causes lots of accidents."	The raised pedestrian crossing (wombat crossing) on Rosebridge Avenue will be offset 6-metres from the intersection. This adjustment will allow space for vehicles waiting for pedestrians to cross and align with TfNSW guidelines and Australian Standards.
28	"Would like to see Rosebridge Ave become one way between Deepwater and Kendall and then the same with Holly St."	Council will carry out a separate review to assess current condition and conduct a traffic revivew to evaluate feasibility of one-way conversions.

29	"Pedestrian crossing on Deepwater Road."	Council has taken note of the feedback provided by resident, however pedestrian crossing on Deepwater Road would remove significant amount of parking and would not be supported for local residents and businesses. However, Council will be repositioning the parking bays so that will align with preferred desire lines and provide better crossing opportunities across Deepwater Road to the village centre.
30	"This would be a great opportunity to reorient some/all of the parking spaces from perpendicular to parallel to create an enhanced pedestrian environment."	Council has taken note of the feedback provided by resident, however removal of parking would not be supported for local residents and businesses
31	"Speed limit should be 30 not 40. 40 is not best practice."	Council has taken note of the feedback provided by resident and to be considered by TfNSW
32	"More pedestrian safety."	Identify key pedestrian safety improvements.
33	"A pedestrian crossing from the top of the laneway that finishes opposite the shopping village at Deepwater Road."	Council has taken note of the feedback provided by resident, however pedestrian crossing on Deepwater Road would remove significant amount of parking and would not be supported for local residents and businesses. However, Council will be repositioning the parking bays so that will align with preferred desire lines and provide better crossing opportunities across Deepwater Road to the village centre.
34	"I am concerned that adding a second pedestrian crossing on Holly St within 30m of the existing crossing means vehicles won't pay due care to the existing crossing."	Council will carry out a separate review of the pedestrian crossing on Holly Street.
35	"I would like to see the 40 km speed limit start before Rosebridge Avenue on Deepwater Road and end after the school grounds."	Council has taken note of the feedback provided by resident and to be considered by TfNSW

36	"Parking along both sides of Rosebridge, especially on Saturday mornings creates an unsafe environment."	Council will carry out a separate review to assess current condition and conduct a traffic review to evaluate feasibility of additional parking restrictions along Rosebridge Avenue
37	"Buses and trucks getting stuck on the road because of illegally parked cars."	Council's Ranger will be informed of the issues and to monitor parking in the area
38	"It seems to be working already so no change is required."	Council has taken note of the feedback provided by resident
39	"What is the best way to deal with cars constantly illegally parking in the Disabled spots?"	Council's Ranger will be informed of the issues and to monitor parking in the area
40	"Fixing the sloping seat outside the real estate. Maybe a bike rack could go there!?"	Damaged seat will be reported to Council's Works and Maintanence team to attend. Council will carry out a separate review and assess locations for additional end-of-trip facilities for bicycles
41	"Extending kerb at Rosebridge looks like it will cause problems for cars turning left into Rosebridge from Deepwater."	Kerb extension has been reviewed so that vehicles are able to manevoure
42	"The raised pedestrian crossings need to be a sufficient distance from the intersection with Deepwater Road."	The raised pedestrian crossing (wombat crossing) on Rosebridge Avenue will be offset 6-metres from the intersection. This adjustment will allow space for vehicles waiting for pedestrians to cross and align with TfNSW guidelines and Australian Standards.
43	"Clearly this project has been instigated because of observed pedestrian safety incidents that need to be addressed."	Council has taken note of the feedback provided by resident.



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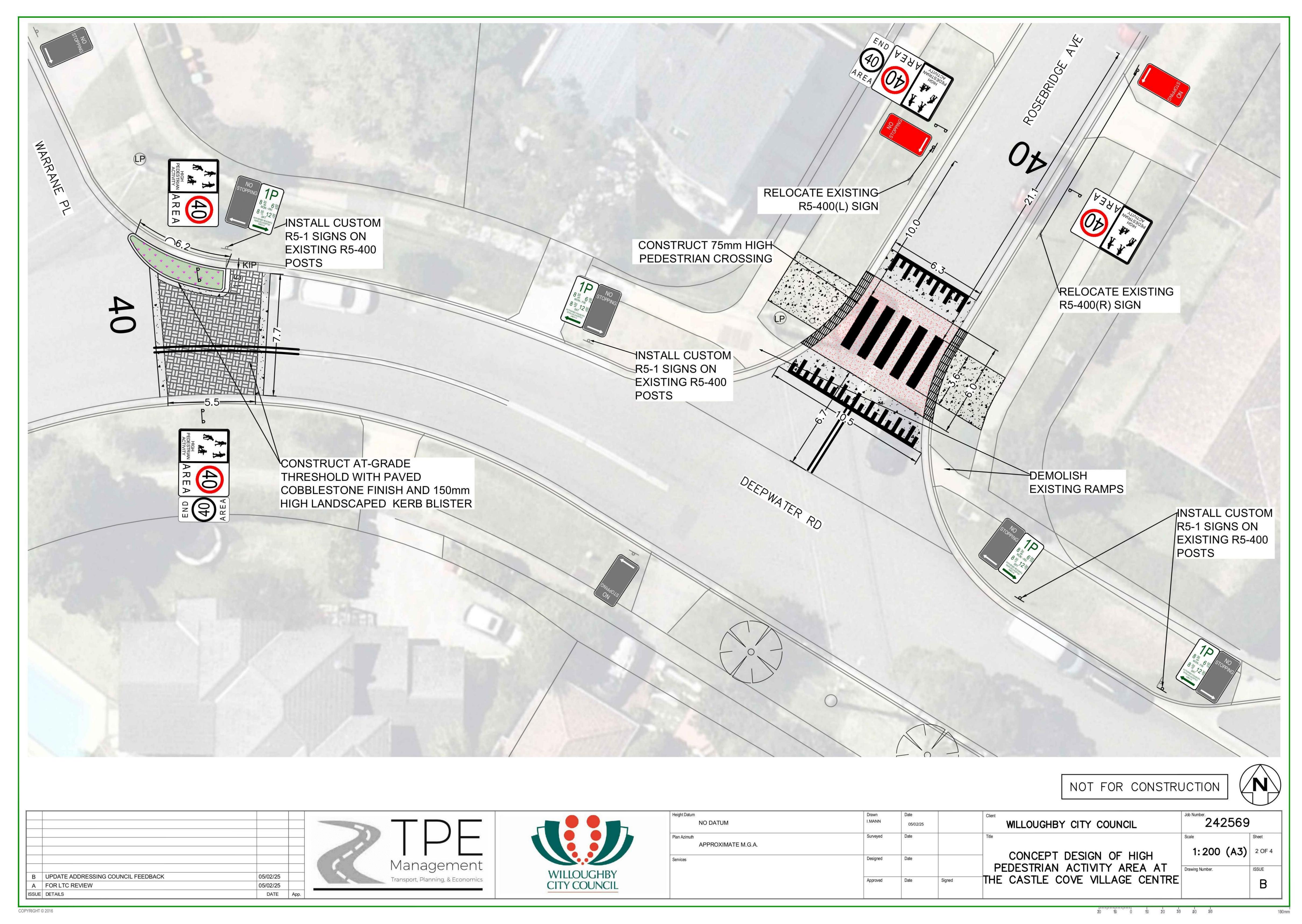
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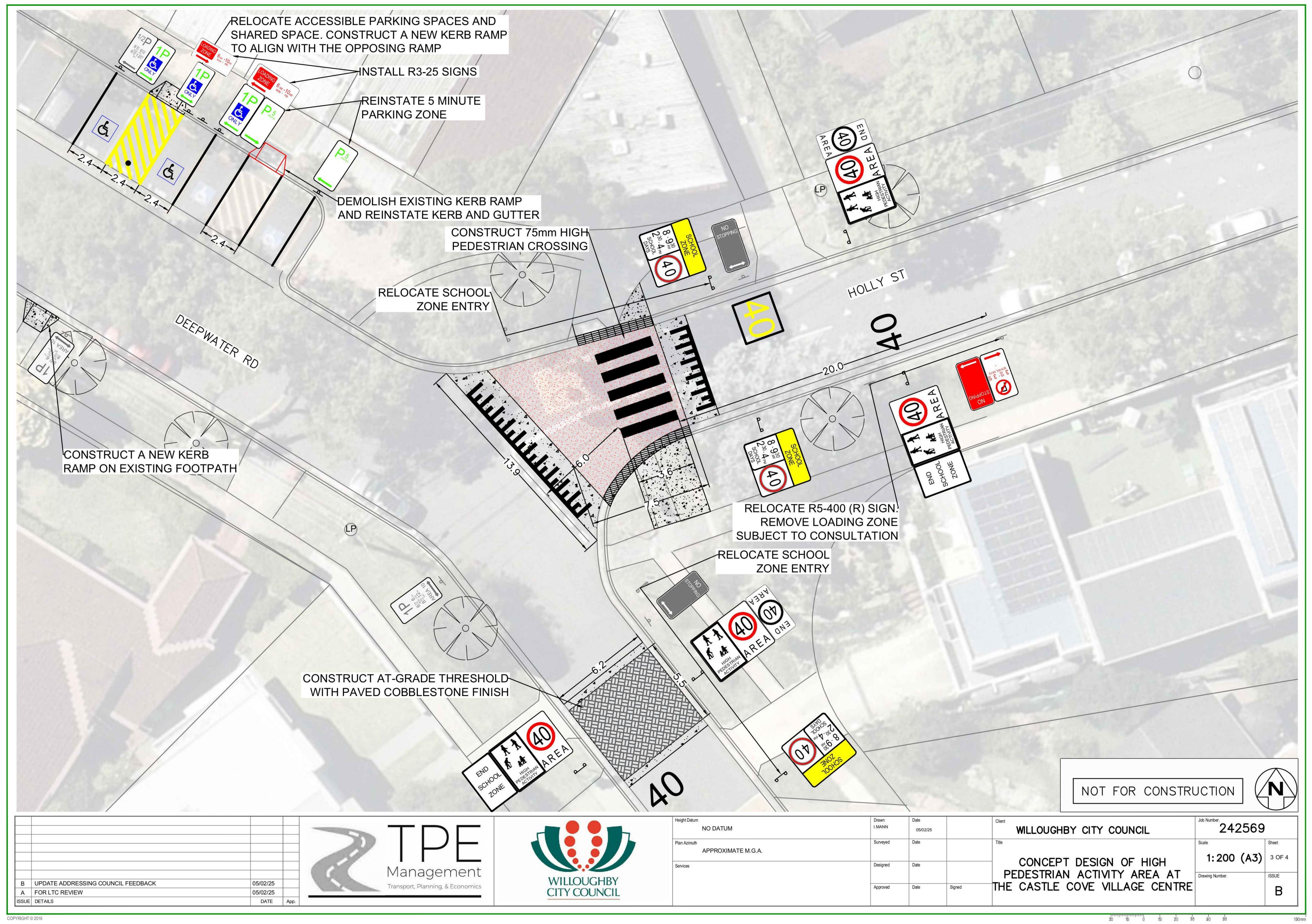
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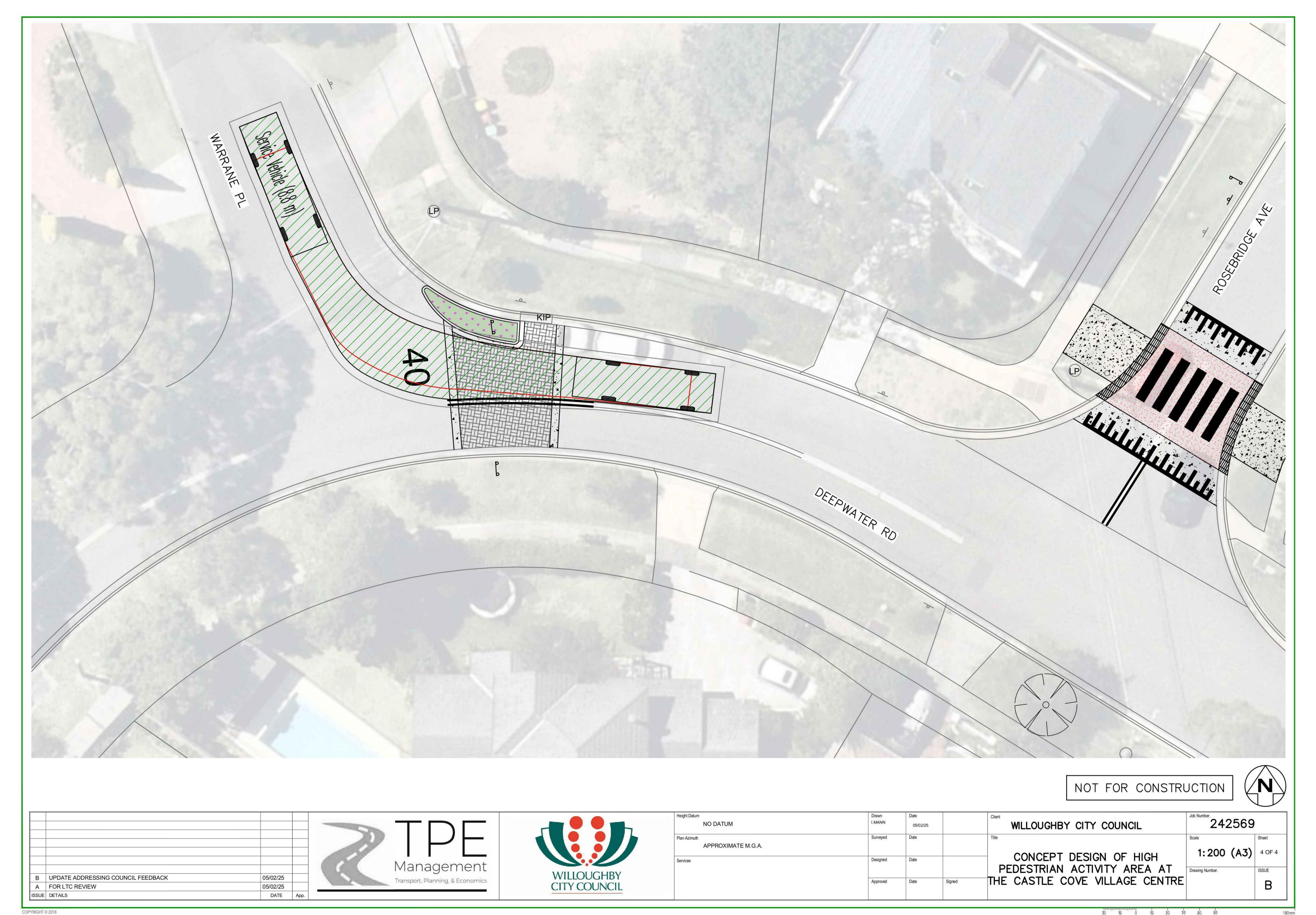
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5.3 VARIOUS LOCATIONS (CHATSWOOD, ARTARMON, WILLOUGHBY, NAREMBURN AND ST LEONARDS) - ON STREET ELECTRIC VEHICLE CHARGING STATION AND PARKING REGULATORY SIGNS AND PAVEMENT MARKINGS

ATTACHMENTS: 1. ATTACHMENT 1 - PROPOSED ELECTRIC

VEHICLE CHARGING INFRASTRUCTURE -STANDARD SIGN AND LINE MARKING PLAN

2. ATTACHMENT 2 - WILLOUGHBY LGA -

PROPOSED ELECTRIC VEHICLE CHARGING

**INFRASTRUCTURE - PLANS** 

3. ATTACHMENT 3 - ENGAGEMENT OUTCOMES

FOR PROPOSED ELECTRIC VEHICLE

**CHARGING INFRASTRUCTURE** 

WARD: ALL WARDS

RESPONSIBLE OFFICER: DANIEL SUI, TRAFFIC AND TRANSPORT TEAM

**LEAD** 

AUTHOR: BRIAN DUONG, TRANSPORT ENGINEER

CITY STRATEGY OUTCOME: 1.5 REDUCE CARBON AND GREENHOUSE

EMISSIONS.

2.1 ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY.

2.4 MANAGE PARKING AND REDUCE TRAFFIC

CONGESTION.

3.1 FOSTER FEELINGS OF INCLUSION, SAFETY

AND CLEANLINESS.

MEETING DATE: 13 FEBRUARY 2025

## 1. PURPOSE OF REPORT

To seek Council approval for the installation of Electric Vehicle (EV) charging stations, along with associated regulatory signage and pavement markings, at various locations within the Willoughby LGA.

## 2. OFFICERS RECOMMENDATION

**That Council:** 

- 1. Approve implementation of 11 (eleven) Electric Vehicle (EV) Charging stations and associated signage and line marking changes at the following locations:
  - a. 47-49 Archer Street, Chatswood
  - b. 44 Anderson Road, Chatswood
  - c. 5 Broughton Road, Artarmon
  - d. 12 Frederick Street, St Leonards
  - e. 70 Lower Gibbs Street, Chatswood
  - f. 79-75 Park Road (park side), Naremburn
  - g. 110 Reserve Road, Artarmon
  - h. 3-9 Spring Street, Chatswood
  - i. 56-58 Frenchs Rd, Willoughby
  - j. 35 Archer St, Chatswood
  - k. 2A Central St, Naremburn
- 2. Note that the installation costs are fully funded by the NSW Government's kerbside EV charging grants (Alternating Current/AC stations only).
- 3. Note the initiative aligns with key Council Strategic objectives (Community Strategic Plan 2032, Our Green City Plan 2028; and Willoughby Integrated Transport Strategy).

## 3. BACKGROUND

New Electric Vehicle (EV) charging bays have been strategically selected for installation at various locations across the Willoughby LGA to support the growing adoption of EVs within the community. This initiative aligns with the Integrated Transport Strategy (ITS) 2036, endorsed by Council on 10 August 2020, and the Willoughby Council Community Strategic Plan (CSP) 2032.

The selection process considered a number of factors including the community strong expression to make our transport system more sustainable, the rapidly growing uptake of EVs, government policies at the State and Federal levels, as well as Council's sustainability and net zero policies in the Our Green City Plan 2028.

The key actions under these Strategic Objectives are:

- **CSP Outcome 1** A City that is Green, community priorities are to reduce cardon and greenhouse gas emissions
- **CSP Outcome 2** A City that is connected, inclusive and resilient, community priorities are to enhance transport choices and connections throughout the City
- Our Green City Plan Priority 1 Reduce carbon and greenhouse gas (GHG)
   emission
- Our Green City Plan Target 3 Support our community to reduce emissions of greenhouse gases by at least 50% by 2028 (compared with 2008/09)
- Our Green City Plan Target 4 Support our community to achieve net-zero emissions in the 2040's or sooner
- **ITS Strategic direction 4** Our transport system will support our local economy by efficiently managing congestion and parking demand
- **ITS Strategic direction 5** Our transport system will embrace smart technology and respond to community needs

Currently, there are approximately 2,280 EVs, including 220 plug-in hybrid vehicles, registered in the Willoughby LGA. Council currently owns and operates five EV chargers, and an

additional 18 privately owned chargers are available for public use, as indicated in Figure 1. While many EV owners can charge at home, about one in three drivers lack off-street parking, making public charging stations essential for accessibility and convenience.

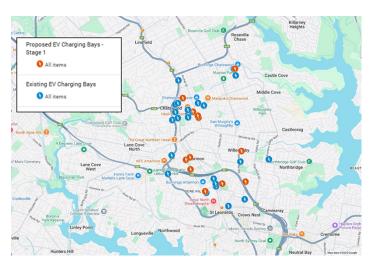


Figure 1: Locations of existing EV chargers within Willoughby Council LGA

The NSW Government has invested \$10 million through EV kerbside charging grants providing access to on-street EV charging for those without private car parking spots and to help make NSW an easier place in Australia to own and operate an electric vehicle.

The grants provide co-funding for local government or charge point operators (CPOs) to install, own, operate and maintain kerbside EV charging infrastructure in eligible areas that were assessed as having the least access to off-street parking.

In 2024, Council successfully secured funding through two rounds of this program to support the installation of kerbside EV chargers across the Willoughby LGA. The project is being delivered in collaboration with EVX Australia, the appointed charge point operator.

The following twelve (12) EV locations have been initially selected for their accessibility and their potential to support local residents, businesses, and visitors.

- a. 35 Archer Street, Chatswood
- b. 47-49 Archer Street. Chatswood
- c. 44 Anderson Road, Chatswood
- d. 1A Broughton Road, Artarmon
- e. 5 Broughton Road, Artarmon
- f. 2 Central Street, Naremburn
- g. 12 Frederick Street, St Leonards
- h. 54-58 Frenchs Road, Willoughby
- i. Lower Gibbs Street, Chatswood
- j. 75-79 Park Road Naremburn
- k. 110 Reserve Road, Artarmon
- 3-9 Spring Street, Chatswood

Proposed EV chargers will be funded through the NSW Government EV kerbside charging grant and will be installed, owned and managed by EVX Australia under licence. Conditions of the grant approval required all charging stations to be installed by mid-April 2025.

The locations were chosen based on the following factors:

- Eligibility under the NSW Government grant funding, focusing on commercial areas and medium to high residential areas with restricted off-street parking.
- Proximity to apartment buildings and dwellings without off-street parking
- Nearby community hubs such as local centres, parks, schools, hospitals and other high-traffic areas.
- Distance from other public charging stations
- Availability of electrical infrastructure, including suitable pole condition, electrical supply, and proximity to junctions, driveways, and kerbs

It is proposed at each location; the EV chargers will feature of the following.

- 22kW EVX Polecharger charging station mounted on an existing electricity power pole. Each charging station are capable of charging two vehicles at a time.
- Parking bays will be signposted with a "NO PARKING ELECTRIC VEHICLE EXCEPTED WHILE CHARGING" signs and marked with the TfNSW Electric Vehicle Pavement Marking, as outlined in **Attachment 1**
- Users will have to supply their own Type 2 cable (a 7-metre cable is recommended for most situations)
- Users will require to use the EVX app to access the charger and track their charging session

The charging bays will be reserved for EVs that are actively charging. Vehicles that are not EVs or EVs that are not plugged in for charging will not be able park in these spaces.

#### 4. DISCUSSION

Considerations were made regarding the installation of Direct Current (DC) charging stations. While DC charging offers faster charging times, it necessitates significant infrastructure construction, and its short charging duration may not align with typical parking behaviours of residents or visitors. Users are required to stay at the DC charging station or return promptly to avoid additional fees for overstaying. In contrast, Alternating Current (AC) charging provides a more practical solution for users who park their vehicles for longer periods, allowing them to leave their vehicle while engaging in other activities. This method is widely adopted in residential garages, workplaces, car parks, shopping centres and public parking areas.

The size of a typical EV battery is around 50 kWh and typically adds 30 to 130km of range per hour, dependent on each individual car. Charge time is about 4-6 hours to reach 80% battery. The exact operation of chargers varies by charging provider and charger type.

The current the rates for charging vehicle by EVX are:

From 8pm to 7am: \$0.39/kWhFrom 7am to 8pm: \$0.50/kWh

Currently, EVX Australia charges idle fees in select areas where there are concerns about users leaving their EVs plugged into chargers without actively charging them. This practice reduces the availability of chargers for other users, making it harder for those who need to charge their vehicles. If necessary, idle fees could be introduced as a deterrent to encourage users to move their vehicles once they are fully charged, allowing others access to the chargers

# **Community Engagement**

Community engagement was undertaken for a period of 20 January 2025 to 2 February 2025 to seek feedback on the Plans. Corresponding letters were sent to 50 metres of the

**REPORT PAGE 4** 

subject locations and all directly affected properties, including residents, businesses, and occupants, outlining the proposed changes and inviting feedback.

A total of 23 submissions were received during the period of consultation. A summary of consultation results for each EV charging bay can be found in **Attachment 3**.

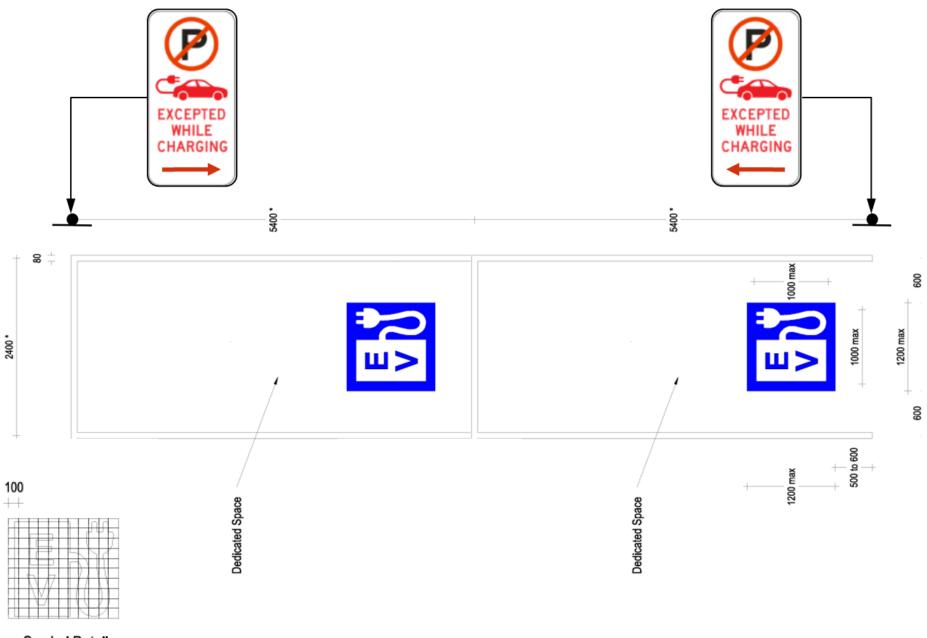
Following a review of the submissions, Council officers have assessed each of the proposed sites and made recommendations regarding the implementation of changes to parking controls. Out of the 12 proposed locations, the installation of EV charging stations is recommended at 11 sites, with the exception of 1A Broughton Road, Artarmon, which has been excluded from the recommendation. Council will explore alternative location (i.e. Elizabeth St) near the site that were removed following the consultation.

The community generally supported Council's initiative to increase the availability of EV charging stations across the LGA.

Council will continue to monitor the area following the implementation of these proposed EV charging stations to assess its usage and performance and addressing any new issues that may arise.

## 5. CONCLUSION

It is recommended that the Traffic Committee support the installation of eleven (11) Electric Vehicle (EV) charging stations, along with the necessary signposting and pavement markings, at various locations within the Willoughby LGA, as detailed in **Attachment 2**.

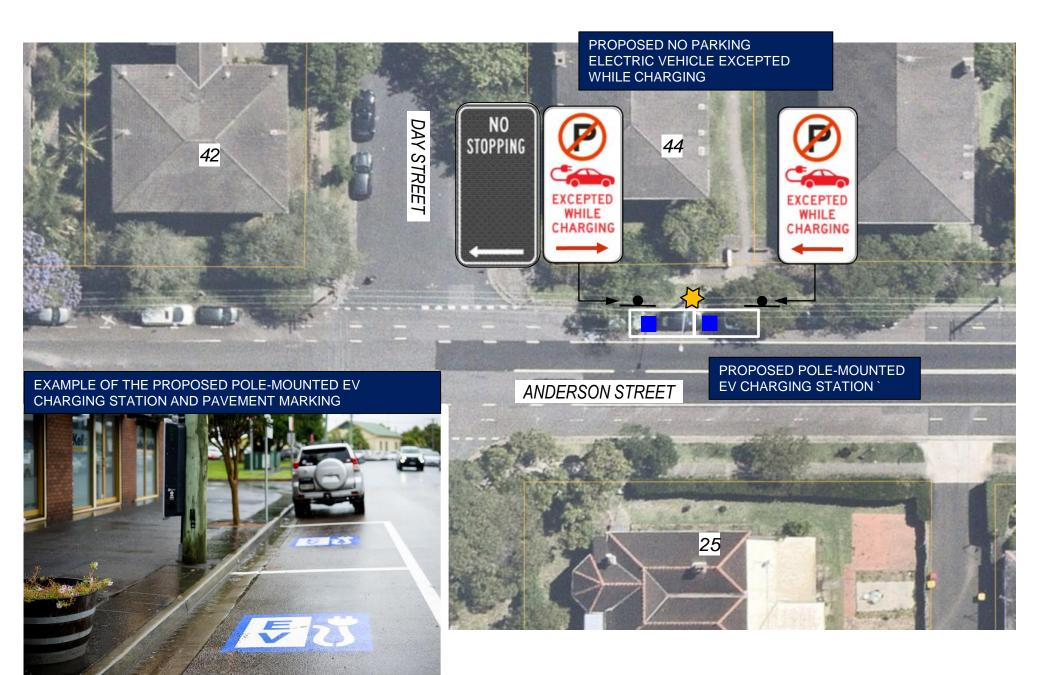


Symbol Detail

FIGURE 1 - TYPICAL ELECTRIC VEHICLE PARKING SPACE ARRANGEMENT \* variable



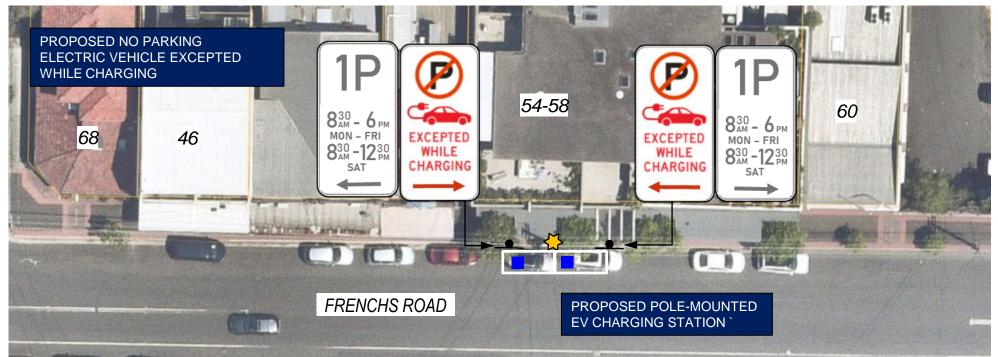










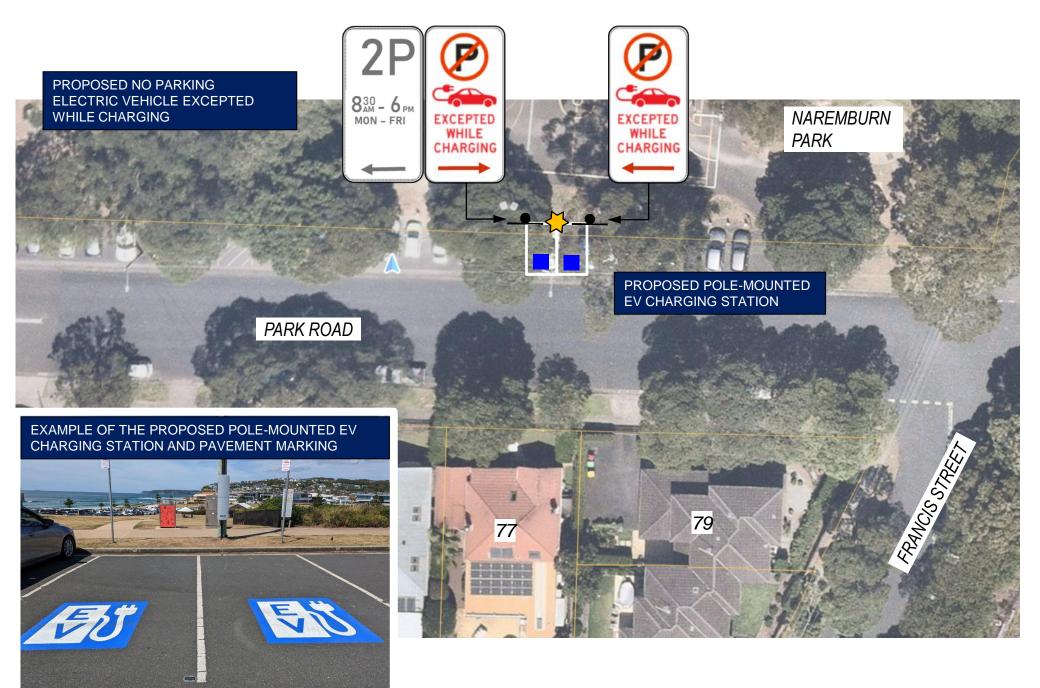


# EXAMPLE OF THE PROPOSED POLE-MOUNTED EV CHARGING STATION AND PAVEMENT MARKING











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# **Community Engagement Outcomes**

No.	Address	Responses Received	Support	Do Not Support	Partial	Consultation Feedback	Council Response
	35 Archar Chroat Chataward	4			1	Submission objects to changes due to already limited parking in the area, stressing the medical beautiful to the control of th	- Council notes the submission and recommendation to relocate the charger. This locaiton was chosen as there is a higher number of EV vehicles uptake in the area, as indicated in NSW Government EV Public Charging Master Plan - Council to proceed with this location, however will monitor the usage and
2	35 Archer Street, Chatswood 47-49 Archer Street, Chatswood	1 		-	<u> </u>	stressing the need to keep spaces free	occupation over a six-month period.  Council to proceed with this location
3	44 Anderson Road, Chatswood		-	-	-		Council to proceed with this location
4	Broughton Road, Artarmon	11	_	11		Multiple submissions objects to the changes on Broughton Roadm, citing loss of parking due to Hampden Road upgrades, emphasizing the need for more car spaces, especially for shoppers with disabilities. Resident recommend relocating the EV charger bays west on Broughton Road to avoid disruption in the Artarmon Local Centre	Council will not proceed with this location
5	5 Broughton Road, Artarmon	4	2	-	2	- Current 'No Parking' and 'No Stopping' sign is inadequate and often ignored, causing safety hazards when driving out of the driveway.  - Concern that increased EV cars will add to congestion and reduce available residential parking.  '- Resident raises concern that non-resident.	- Council's Rangers will be responsible for patrolling and monitoring the area for any instances of illegal parking, including after the installation of the EV charging station The location was chosen within proximity to apartment buildings and dwellings without off-street parking. This makes it likely that the charging bays will be heavily used by local residents with EV vehicles To reduce queuing, each charging station is equiped with real-time availability through the EVX app. The app allows users to view the current charging status of the station and receive alerts when the station reaches its maximum charging capacity Council to proceed with this location
6 7	Central Street, Naremburn Frederick Street, St Leonards	1 -	<u>-</u>	-	1 -	Submission highlights congestion risks at the corner of Slade and Central Streets due to Willoughby Community Preschool, particularly during peak childcare pick-up/drop-off times. Points out challenges related to width of	- Council notes the submission and recommendation to relocate the charger Council to proceed with this location, however relocate to 1 Central Street, Naremburn Council to proceed with this location
8	54-58 Frenchs Road, Willoughby	2	1	1	-	Submission objects to the proposed EV parking spots being in front of businesses. The concern is that these spots could reduce parking for customers, negatively impacting business operations and revenues. The availability of general parking is already limited, and reducing these spaces further could inconvenience residents and visitors.	- Council notes the submission and recommendation to relocate the charger. This locaiton was chosen as there is a higher number of EV vehicles uptake in the area, as indicated in NSW Government EV Public Charging Master Plan - Council to proceed with this location, however will monitor the usage and occupation over a six-month period.
9	Lower Gibbs Street, Chatswood	-	-	-	-		Council to proceed with this location
10	Park Road, Naremburn	1	1	-	-	Location received positive feedback only	Council to proceed with this location

							To reduce queuing, each charging station is equipped with real-time availability through the EVX app. The app allows users
						0.4	to view the current charging status and
						Submission raises concerns about the	receive alerts when the station reaches
						current location being next to speed	maximum capacity. Additionally, there is an
						humps, causing traffic congestion when a	existing streetlight below this location,
						vehicle is waiting for a charging car to	providing adequate lighting for safety.
						depart. The resident also highlights the dim	However, Council will review the lighitng in
						lighting in the area, which could pose safety	the area.
11	Reserve Road, Artarmon	2	1	-	1	risks for EV owners, especially at night.	<ul> <li>Council to proceed with this location</li> </ul>
						Submission expressed concern about	- The proposed charging station and bays
						retaining the disability parking space	will not affect or remove the accessible
						outside their building, as it is vital for clients	parking along Spring Street.The proposed
						with accessibility needs. They emphasized	location of the charging station south of
						the importance of maintaining the disability	these parking bays
12	3-9 Spring Street, Chatswood	1	-	-	1	parking space.	- Council to proceed with this location

# 5.4 DELEGATED ITEMS - REGULATORY SIGNPOSTING AND LINE MARKING

ATTACHMENTS: 1. ATTACHMENT 1 - DELEGATED ITEMS -

REGULATORY SIGNPOSTING AND LINE

**MARKING - FEBRUARY 2025** 

WARD: ALL WARDS

RESPONSIBLE OFFICER: DANIEL SUI, TRAFFIC AND TRANSPORT TEAM

**LEAD** 

AUTHOR: TERRY YU, TRAFFIC ENGINEER

CITY STRATEGY OUTCOME: 2.1 ENHANCE TRANSPORT CHOICES AND

CONNECTIONS THROUGHOUT THE CITY.

2.4 MANAGE PARKING AND REDUCE TRAFFIC

CONGESTION.

3.1 FOSTER FEELINGS OF INCLUSION, SAFETY

AND CLEANLINESS.

MEETING DATE: 13 FEBRUARY 2025

# 1. PURPOSE OF REPORT

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

#### 2. OFFICERS 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.

No.	Location	Issue	Proposed Works
25/01	8 Havilah Street Chatswood	Drivers parking next to the timed parking sign were blocking resident's driveway	Relocate timed parking sign to discourage illegal parking in resident's driveway
25/02	25 Hawthorne Avenue Chatswood West	Vehicles parking on the street were blocking resident's driveway	Introduce No Parking restrictions in front of resident's driveway
25/03	Hampden Road, Artarmon Station	Signs for night rider bus zones have errors in time, misleading private buses to park on street during daytime peak hours	Fix time on bus zone sign for both northbound and southbound bus zones to be: "10 PM – MID NIGHT, MID NIGHT - 6 AM" and "NO STOPPING ALL OTHER TIMES"
25/04	2 The Bastion, Castlecrag	Concealed Driveway sign was in bad location blocked by vegetations	Relocate sign to a better location before the road bend to improve visibility to drivers
25/05	21 Coorabin Rd, Northbridge	Resident requested more on street parking in front of the property	Relocate No Stopping sign from power pole to new drilled sign pole 1m away from driveway splay
25/06	The Outpost, Northbridge	Heavy rainfall affecting stormwater drainage system in The Outpost	Introduce No Parking zones in The Outpost
25/07	29 Kameruka Rd, Northbridge	Vehicles parking on Kameruka Rd close to The Outpost intersection affecting sight lines	Install new No Stopping sign on Kameruka Rd, on nature strip 3m away from double dividing line before the intersection

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

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.

25/01 – 8 Havilah Street Chatswood – Relocation of timed parking sign

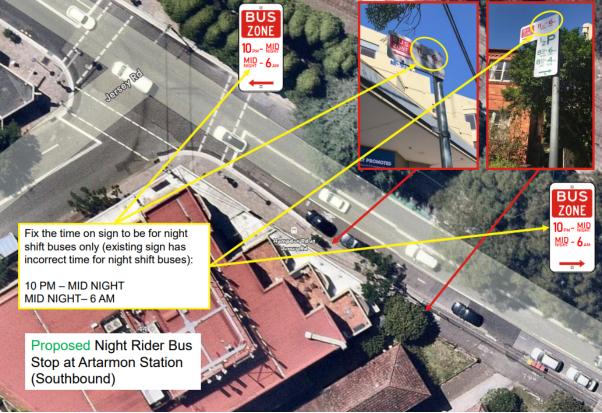


25/02 – 25 Hawthorne Avenue Chatswood West – Relocation of No Parking sign



25/03 – Hampden Road, Artarmon Station – Night rider Bus Zone signs showing incorrect information





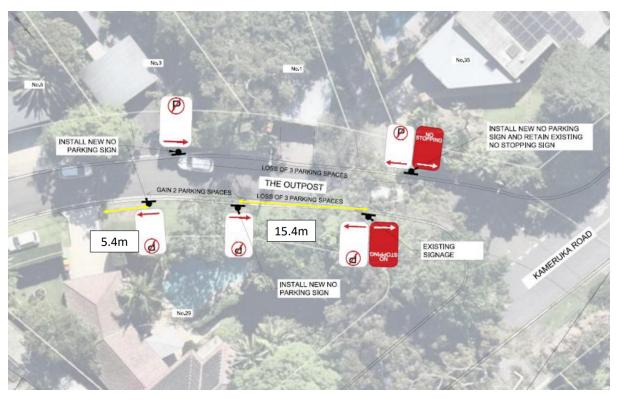
25/04 - 2 The Bastion, Castlecrag – Sign relocation for improved visibility and sign face cleaning



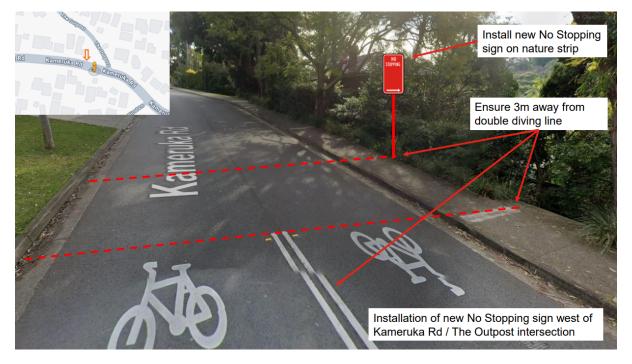
25/05 - 21 Coorabin Rd, Northbridge - No Stopping sign relocation



25/06 – The Outpost, Northbridge – Proposed Parking Changes and Installation of No Stopping signs on Kameruka Road



25/07 – 29 Kameruka Rd, Northbridge – New No Stopping sign on nature strip before The Outpost intersection



# 8.1 UNNAMED LANEWAY ROSEVILLE BETWEEN WILLIAM STREET & BOUNDARY STREET

ATTACHMENTS: NONE

WARD: WEST

RESPONSIBLE OFFICER: DANIEL SUI, TRAFFIC AND TRANSPORT TEAM

**LEAD** 

AUTHOR: SCIPIO TAM, SENIOR TRANSPORT ENGINEER

CITY STRATEGY OUTCOME: 2.4 – VEHICLE MOVEMENT ACCESSIBILITY

2.4 - REDUCE PARKING AND TRAFFIC

**CONGESTION** 

MEETING DATE: 13 FEBRUARY 2025

#### 1. PURPOSE OF REPORT

To update the Traffic Committee on the ongoing efforts to name the unnamed laneway in Roseville, between William Street and Boundary Street, and to highlight ownership and access considerations.

#### 2. OFFICERS RECOMMENDATION

## 3. BACKGROUND

The unnamed laneway serves as the primary accessway for residents and visitors of the recently redeveloped heritage residential building at 1015 Pacific Highway, Roseville, known as Seymours Residences. Access is from William Street only as through traffic is not permitted due to presence of gates, beyond the car park entrance to Seymours Residences. Given its function, Council previously submitted two requests to the NSW Geographical Names Board (GNB) to officially name the laneway as 'Seymours Lane' to reflect the heritage character of the building it serves.

However, the GNB rejected both request due to the existence of similarly named laneways within a 10 km radius, specifically in Drummoyne and Wahroonga; Seymour Street in Drummoyne and Seymour Close in Wahroonga. Despite the rejections, the strata committee of 1015 Pacific Highway, Roseville, has requested Council to appeal the decision, and a response from the GNB is pending.

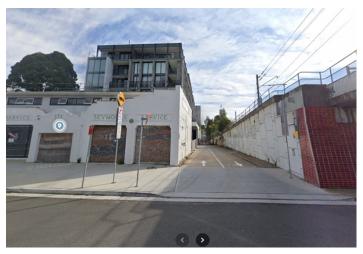


Figure 1: Street View

## 4. DISCUSSION

**Naming Appeal:** Council continues to pursue the naming appeal with the GNB, advocating for the laneway's recognition as 'Seymours Lane.' The rationale remains its direct service to the heritage building and its significance within the local context.

# **Ownership & Access Considerations:**

- The laneway appears to serve as an accessway for the Transport for NSW (TfNSW) railway corridor, as indicated by the presence of large black gates resembling those used at railway access points.
- Preliminary investigations suggest that Council does not own the laneway. The
  ownership must be confirmed to ensure appropriate consultation and approvals for
  any future actions related to the laneway. The most probable owner would be
  Transport for NSW RailCorp; Transport Asset Holding Entity of NSW (TAHE) which
  holds rail property assets, rolling stock and rail infrastructure in NSW.

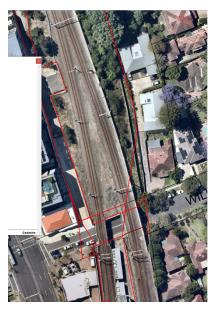


Figure 2: Aerial Map



Figure 3: Locality Map

# 5. CONCLUSION

The Traffic Committee is advised of the ongoing naming appeal with the GNB and the necessity of clarifying ownership and access responsibilities. Further updates will be provided as Council awaits the GNB's decision and investigates ownership matters concerning the laneway's function as a potential railway corridor accessway.