



Willoughby City Council

MINUTES

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 \(nsw.gov.au\)](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.

1 PRESENT**Voting members present:**

Shivani Karan Transport for NSW
Fraser Mackay NSW Police
John Hooper Representative for Member for Willoughby
Daniel Sui Willoughby City Council

Other representatives:

Brooke Martin Willoughby City Council
Ryan Penfold Willoughby City Council
Scipio Tam Willoughby City Council
Brian Duong Willoughby City Council
Terry Yu Willoughby City Council
Wil Robertson Willoughby City Council
Peter Lisle Willoughby City Council
Nathan Nguyen Willoughby City Council
Kerrie Edwards Willoughby City Council

Councillors present:

Tanya Taylor Mayor - Willoughby City Council
Anna Greco Councillor - Willoughby City Council
Andrew Nelson Councillor - Willoughby City Council

Members of the public:

Wendy Norton Willoughby Federation of Progress Associations

2 APOLOGIES

Robert Samuel Councillor - Willoughby City Council
Ben Cantor Busways

3 DISCLOSURE OF INTEREST

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 12 November 2024, 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 16 December 2024, be noted.

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 FORMAL ITEMS FOR CONSIDERATION**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. TRAFFIC COMMITTEE DISCUSSION

The project is currently at the concept stage, allowing for the integration of all necessary elements. Detailed design aspects, including species selection, paving materials, and bin placements, will be finalised later.

Cr Greco inquired about stakeholder engagement, particularly whether state-significant property owners had provided support. Wil Robertson confirmed they had and noted that the design had undergone the Design Excellence process. TfNSW emphasized the value of this concept design phase and expressed satisfaction with the high-level proposal.

Cr Nelson sought clarification on the project's continuation, its connection to the interchange, and its alignment with the Cycling Strategy.

4. TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

**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:

- 1. 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. TRAFFIC COMMITTEE DISCUSSION

Wendy Norton inquired about potential noise from cobblestones, and the Traffic team advised that they would be quieter than speed humps. Similar treatments have been successfully implemented in the St Leonards and Artarmon Local Centre, providing a rumble effect to alert drivers that they are entering a high-pedestrian activity area. She also sought clarification on parking loss and was informed that only one space would be removed to maintain adequate sightlines as per Australian Standard and TfNSW for wombat pedestrian crossing.

Wil Robertson provided an update on ongoing discussions with the Traffic Team regarding budget allocations, which may facilitate funding for a power box to illuminate trees within the space. Additionally, the Mayor raised concerns about the persistent issue of dead grass near McGrath. In response, it was confirmed that replanting in this area is a feasible solution. Alternatively, the installation of bicycle racks is also being considered to encourage cyclists to dismount and securely park their bikes before entering the shopping precinct.

TfNSW asked about pedestrian connectivity from the northern side and whether a similar connection could be provided on the southern side. While maintaining parking availability is a priority, installing a formal crossing would result in the loss of spaces. Businesses have expressed opposition to a designated pedestrian crossing, as pedestrians can already cross safely with the reduced speed limit. TfNSW suggested exploring alternative crossing assistance measures in the future.

Cr Greco inquired about the possibility of reducing the speed limit to 30km/h. TfNSW explained that specific criteria must be met for such a reduction, and this area does not currently qualify.

4. TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

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. TRAFFIC COMMITTEE DISCUSSION

Cr Nelson inquired about whether advertising was permitted on charging stations and was informed that, due to an existing agreement with JCDeaux, such advertising cannot currently be implemented within the LGA. It was further clarified that the proposed EV charger is a compact, power pole-mounted unit that does not include an advertisement panel.

The Mayor requested that priority be given to the installation of charging stations at High Street and the Willoughby Leisure Centre. In response, Peter Lisle from Council's Environment Team explained that the program is State-funded and confirmed that these locations are already under consideration.

Council's Traffic & Transport Manager inquired whether residents could request charging stations at specific locations via the Council's website. Peter confirmed that he would ensure his email address is made available on the website so residents can directly nominate preferred locations. The Mayor also requested that Councillors be kept informed of any updates.

Cr Greco sought clarification on the specifics of the State funding. Peter explained that if a site meets all necessary criteria, the installation of charging stations is relatively straightforward. He also noted that these stations can be monitored and generate revenue. This initiative is part of Stage 1, with plans for a subsequent Stage 2.

Additionally, the Police inquired whether the Fire Brigade is consulted during the installation process. It was clarified that while the authority for installation lies with Ausgrid, and formal consultation with the Fire Brigade is not required, their considerations are taken into account when assessing potential locations.

4. TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

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. TRAFFIC COMMITTEE DISCUSSION***Item 25/03***

TfNSW identified the existing signage as confusing and noted it does not align with standard guidelines. They advised against non-standard signage to avoid setting a precedent and recommended maintaining the restriction from 10:00 PM to 6:00 AM. Council agreed to amend the signage accordingly.

Cr Greco inquired whether parking could be provided during the daytime at the Bus Zone. It was explained that the varying road width in this section requires the Bus Zone to remain as clear (No Stopping zone) to ensure safe traffic flow and vehicle manoeuvrability.

4. TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

6 LATE ITEMS

Nil.

7	INFORMAL ITEMS
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Nil.

8 GENERAL BUSINESS**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. 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.

3. DISCUSSION

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. Alternative names have also been proposed and Council teams will submit for consideration.

Ownership & Access Considerations:

- The laneway appears to serve as an access way for the Transport for NSW (TfNSW) railway corridor for maintenance purpose, 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.



4. TRAFFIC COMMITTEE DISCUSSION

Cr Greco inquired about the challenges in determining laneway ownership. It was explained that Council can only verify ownership if the laneway is owned by Council. TfNSW offered assistance if needed to help identify ownership where required.

Cr Nelson expressed the view that residents are unlikely to be concerned about a name change. The Mayor emphasized the importance of finalising a name as soon as possible to ensure residents can receive deliveries without issue.

John Hooper supported the urgency of assigning a name quickly for the benefit of residents. Council's Traffic & Transport Manager noted that while the process may seem straightforward, there is some complexity involved, and it does take time to complete.

8.2 DEVELOPMENT OF AN ELECTRIC BIKE SHARE SERVICE OPERATOR GUIDELINES**ATTACHMENTS: NONE****WARD: ALL WARDS****RESPONSIBLE OFFICER: DANIEL SUI, TRAFFIC AND TRANSPORT TEAM LEAD****AUTHOR: SCIPIO TAM, SENIOR TRANSPORT ENGINEER****CITY STRATEGY OUTCOME:****MEETING DATE: 13 FEBRUARY 2025**

1. PURPOSE OF REPORT

Willoughby Council is currently undertaking a comprehensive review of bike share guidelines from various local councils across New South Wales to develop a tailored framework that addresses the unique needs and characteristics of our local government area. This initiative is a response to the expressed interest of shared e-bike operator Lime in operating within the Willoughby LGA.

The purpose of this framework is to ensure that any bike share operators in the area adhere to best practices, fostering the growth of sustainable and active transport options while safeguarding the public and community interests. By establishing a clear set of guidelines, the Council aims to create a balanced approach that facilitates the operation of shared e-bike services while prioritising the safety, accessibility, and amenity of our local environment.

The draft framework is expected to be presented at the Local Traffic Committee meeting in April for review and endorsement. The framework will outline a range of specific requirements and expectations for operators, addressing critical considerations such as the safe operation of e-bikes, the management of parking infrastructure, and user compliance to ensure both the functionality of the service and the preservation of public amenity.

Additionally, the framework will include provisions for monitoring and enforcement, ensuring operators maintain high standards of service quality and safety. Further updates will be provided as the framework progresses, ensuring that all stakeholders are informed and engaged throughout the development process.

2. TRAFFIC COMMITTEE DISCUSSION

Wendy Norton sought clarification on the requirement for e-bikes to be ridden on the road, except for those ridden by individuals aged 16 and under. She raised concerns about the safety of elderly pedestrians on shared paths, particularly due to speed issues. Council's Traffic & Transport Manager explained the current NSW road rules for e-bikes. TfNSW acknowledged growing concerns over e-bikes, highlighting the lack of clear policy.

John Hooper expressed concern about rising injuries from e-bikes. The Traffic & Transport Manager assured that Council will gather data and introduce safety measures as needed.

Cr Nelson asked about information-sharing between councils on this issue. It was noted that inner-city councils with existing e-bike use are ahead in management. Council will collaborate with them to learn from their experiences and work with e-bike operators to improve safety.

Wendy Norton inquired whether this issue had been discussed at the Northern Sydney Regional Organisation of Councils (NSROC). The Mayor confirmed it had not, but assured it would be raised at the next meeting.

Cr Nelson highlighted risks associated with shared paths and questioned whether Council is behind in implementing cyclist risk mitigation strategies.

Cr Greco asked about collaboration with North Sydney. The Traffic & Transport Manager confirmed discussions have taken place. North Sydney is supportive of active transport and e-bikes, but not e-scooters. Council will learn from their experiences to inform its e-bike management approach.

8.3 TfNSW INVESTIGATION OUTCOMES

The TfNSW representative provided an update on ongoing projects and responsibilities within their scope.

Please refer to the attached list of TfNSW investigation sites for updates.

8.4 TRUCK ZONE - ALBERT AVENUE, CHATSWOOD

Cr Nelson raised concerns about the truck zone on Albert Ave, Chatswood (outside the Mandarin Centre), and its impact on traffic flow. Trucks in this zone contribute to congestion, particularly with vehicles queuing to turn right into Victor Street towards the Westfield car park, leading to blockages on Albert Ave.

Council is aware of the congestion concerns on Albert Avenue, particularly near the Truck Zone outside the Mandarin Centre, especially during peak periods and times of high demand for the Westfield car park.

To address traffic management and delay concerns, Council has engaged an external consultant to assess the Albert Avenue/Victor Street intersection and traffic flow impacts. The study is reviewing:

- Intersection performance, including queuing and delays.
- The effect of on-street parking on traffic movement.
- Potential improvements to congestion while considering road constraints.

The study is ongoing, and Council is exploring viable solutions to enhance traffic efficiency while maintaining business accessibility. Findings will guide potential adjustments to parking, intersection configurations, or signal operations.

If any improvements are warranted and supported, Council will conduct community consultation for any improvements including parking changes and prepare a traffic report for the Traffic Committee's consideration and Council's approval before implementation.

No.	Councillor/ Mayor	Location	Issue	TfNSW Comments
3	Councillor Samuel	Ashley Street and Archer Street, Chatswood	Increases in density and bus movements in this area that may be causing traffic congestion and safety issues. He suggested that traffic signal sequencing may need to be reviewed at this intersection.	NetOps raised a JI back in 2021 to install red arrows for pedestrian protection as part of Green-on-Green Project. In 2022, NetOps had installed late start pedestrian protection at the site. However, motorists are experiencing delay due to the late start. As such, Net Ops is currently working to implement red arrow protection to replace the existing late start protection. A job instruction has been raised and Network Ops will continue to work on optimising timing at this intersection. This will take some time. Please remove from the bi-monthly follow ups.
4	Local State MP's Representative	Harden Avenue and Sailors Bay Road Intersection, Northbridge	Additional Right Arrows on Sailors Bay Rd at the approach to Eastern Valley Way (westbound) and at the approach to Harden Ave (eastbound). This is to address concerns about traffic needing to change lanes, leading to unsafe traffic movements at the last minute.	JI (Job Instruction) was raised last year. There is currently a back log. Works may take 4-6 months to complete.
5	Local State MP's Representative	Sailors Bay Road & Eastern Valley Way Intersection, Northbridge – Signage & Lane Markings	Followed up on the issue at the Sailors Bay Road and Eastern Valley Way intersection, specifically regarding the right-hand turn when traveling west.	See above notes for SB Rd and EVW
6	Local State MP's Representative / Mayor & Councillors	Multiple locations for signalised intersections and state roads	Investigation requests for signalised intersections and state roads	In acknowledgement of Council's request for provision of pedestrian crossing facility along Fullers Road, Transport for NSW has recently nominated this corridor for future funding under the Road Safety Program. Please be advised that funding allocations for upgrades and projects in NSW are prioritised on a state-wide basis. The selection of locations for upgrades and funding is determined according to State-wide priorities. Due to limited available funding, these priorities are established based on strict criteria, which include reported accidents, road design, and the safety benefits provided to the community. This nomination is currently under review by Road Safety, and any outcomes will be announced by the Government in due course
7	Traffic & Transport	Fullers Road and Greville Street, Chatswood	Review and investigate Traffic Signals	On 14 June 24, CCI was advised that the meeting minutes incorrectly stated that investigations will be undertaken by TMC, and requested this to be changed from TMC to "Transport's Network Operations Team". Additionally, as previously advised, TfNSW does not support lane reconfiguration on Fullers Road. The site is constrained and offers very limited options for extending, widening or reconfiguring lanes. Nevertheless, Transport undertook an investigation of the reported crash history at this location, covering the most recent ten-year period of finalised crash data. We found that there is no demonstrated crash history involving merging manoeuvres west of the traffic signals at this location, which indicates that drivers are aware of the conditions and adjust their behaviour accordingly. Additionally, we investigated altering the existing through-travel lanes westbound on Fullers Road to accommodate a right-turn lane into Greville Street, however this type of reconfiguration necessitates a lateral movement of through-traffic over a short distance, which may lead to new vehicle conflicts such as rear-end and/or side-swipe crashes. This, combined with a lack of existing crash history associated with merging manoeuvres westbound after the traffic signals, indicates that the current configuration (although constrained) is appropriate for the site.
8	Traffic & Transport	Strathallen Avenue, Northbridge	Pedestrian Safety Issues	TfNSW is currently reviewing design options for this location. This project will be nominated for funding. Please note funding is assessed on a state-wide priority basis. As previously advised project development and then the nomination is a lengthy process and will require some time. It is highly likely I will have no updates in the next couple of LTCs As such, could this item be removed from LTC general item discussions.
9	Mayor Taylor	Intersection of Willoughby Road and Mowbray Road	TfNSW to review and investigate protection or safety improvements for vulnerable pedestrians at the intersection of Willoughby Road and Mowbray Road	We are coordinating with design team to check the feasibility of Ped Fencing as there is not enough room.

11 Mayor Taylor	Penshurst Street and Willoughby Road, Willoughby	Potholes and uneven road surface creating unsafe traffic movements	These roads are the planned projects however the funding arrangements are currently under negotiations. As such, I am unable to advise of project delivery time line.
13 Sailors Bay Road pavement markings	Sailors Bay Road & Eastern Valley Way, Northbridge	Repeated right-turn arrow marking	See above notes for SB Rd and EVW
16 Mayor Taylor Joe Grundy (President, Chatswood Public School)	Pacific Hwy Albert Ave, Centennial Ave, Victoria Ave, Fullers Rd	<p>President of Chatswood High School raised this concern for school kids crossing the road (Pacific Highway) after school between 3pm to 3:30pm. The existing footbridge near Thomas St can only accommodate less than half of the pedestrian demand. Instances of physical contact between cars and school-related pedestrians at the intersections on Victoria Ave and Albert Ave happens every year. Potential solutions recommended by the school president:</p> <ol style="list-style-type: none"> 1. The lights could (in sync) be granted an extra ten seconds between 3pm and 3:30pm (taken from the relatively uncongested Pacific Hwy priority at those times) which would double the pedestrian capacity at these lights (for school kids). 2. The width of some pedestrian crossings at Victoria Ave and Albert Ave could be doubled. (Issue for consideration: at Victoria Ave that may move the pedestrian safety fence further away from the primary school pedestrian exit and may be a new safety issue.) 3. A wide high capacity pedestrian crossing space could be added between Centennial Ave and Thomas St. (Issue for consideration: allowing pedestrians there would block egress of cars from Centennial Ave in the extremely short traffic cycle and exacerbate the traffic congestion out of Centennial Ave.) 	<p>Increase the walk time between 3 pm and 3:30 pm for the pedestrian crossing across Pacific Highway at its intersection with Victoria Avenue (TCS 718). Transport's Network Operations team will review the request.</p> <p>Widen the transverse pedestrian crossings at Victoria Ave and Albert Ave.</p> <ul style="list-style-type: none"> - TCS 718 (Pacific Highway / Victoria Avenue) – A Job Instruction has already been raised to widen the pedestrian crossing across Pacific Highway (subject to site conditions). - TCS 882 (Pacific Highway / Albert Avenue) – NetOps plans to widen the pedestrian crossing across Pacific Highway (subject to site conditions and funding). <p>Install a wide pedestrian crossing across Pacific Highway between Centennial Ave and Thomas St. - NetOps has no objection to this proposal (subject to site conditions and funding).</p>
17 Councillor Nelson	Fullers Bridge and Lady Game Drive	<p>West bound through traffic to Delhi Rd should use Millwood Ave. However if Milwood Ave shows signs of being congested, a rat run develops down the lower part of Fullers Rd, to either turn left at the Fullers Bridge, or go straight ahead to Lady Game Dr. This traffic has right of way over traffic coming south on Lady Game Dr, and can prevent any cars legitimately progressing from Lady Game Dr through said lights during successive light sequences. Traffic can back up on Lady Game Dr to Grovner Rd or further north. See attached figures.</p> <p>Legitimate local traffic needing to exit Fullers Rd at said lights rarely exceeds two or three vehicles for any compete light sequence. It appears that in order to deter drivers using lower Fullers Rd as a rat run, and to give southbound traffic on Lady Game Dr a fair go, the light sequence for the traffic lights at Fullers Bridge should be adjusted to shorten the green light exit time from lower Fullers Rd, while at the same time, permitting south bound traffic from Lady Game Dr to exit the drive, turning left or right, or continuing straight ahead. This may require the addition of red/green right turn arrows for right turn from Lady Game Dr to Delhi Rd.</p>	<p>Transport is currently reviewing our internal ITAP system to see if any intersection improvement projects have been identified.</p> <ul style="list-style-type: none"> - Fullers Road is not favoured over Lady Game drive. The current phasing allows traffic from both Lady Game Drive and Fullers Road to proceed simultaneously. It is just that right turning motorists from Lady Game Drive must give way to left turning motorists from Fullers Road. - It would be ideal to provide a separate right turn phase for traffic from Lady Game Drive. However, the installation of an additional right turn phase would have a noticeable impact on Delhi Road and Millwood Avenue, as it would reduce the green time available, and thus increase delay for most road users. - This intersection is currently over-saturated during peak periods. The delays experienced at this intersection are due to road capacity constraints and the extreme concentration of traffic, which is beyond the control of the traffic signals. - The installation of a right turn phase for Lady Game Drive is not supported, unless the intersection is widened and upgraded to provide more capacity.
18 Councillor Chuang	Pacific Hwy, Victoria Ave	Clor Chuang would like to see if there's a way the timing of the pedestrian crossing lights at the intersection of the Pacific Hwy and Victoria Ave. The aim would be to allow more people to cross the road when school is let out in the afternoon, say 3:15-3:30pm.	This request is a duplicate to item 16, which TfNSW is currently reviewing