



Willoughby City Council

MINUTES

TRAFFIC COMMITTEE MEETING NO 1/2017

19 April 2017

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



WILLOUGHBY CITY COUNCIL TRAFFIC COMMITTEE

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

The Willoughby Traffic Committee is not a Committee of Willoughby City Council but a Technical Committee of the Roads and Maritime Services.

Council has been delegated certain powers, from the Roads and Maritime Services, with regard to traffic matters upon its 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, the Roads and Maritime Services, 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 Transport Management Group.
- 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 Police or RMS 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.

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1 PRESENT

The meeting commenced at 9:30am.

Voting members present:

Ken Rutherford	Representing The Hon. Gladys Berejiklian MP
Peter Carruthers	Roads and Maritime Services Representative
Adam Ryan	NSW Police Representative
Neil Strickland	Senior Traffic Engineer – Willoughby City Council

Other representatives:

Vicky Walker	Roads and Maritime Services Representative
David Sung	Willoughby City Council, Design Services Manager
Daniel Sui	Willoughby City Council, Senior Transport Engineer
Gordon Farrelly	Willoughby City Council, Traffic Engineer
Courtney Jeffries	Willoughby City Council, Road Safety Officer
Noah Van Raaphorst-King	Willoughby City Council, Project Officer, Sustainable Transport
Talita Brooks	State Transit Authority
Richard Goulston	Willoughby City Council, Rangers Team Leader
Kate O'Rourke	Willoughby City Council, Senior Ranger
Peter Egan	Willoughby Federation of Progress Associations

Councillors present:

Clr Wendy Norton	Willoughby City Council
Clr Lynne Saville	Willoughby City Council

Members of the public:

Brittany Mirabatur	Resident of Willoughby and student at Macquarie University
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2 APOLOGIES

All Voting Members were present and there were no apologies.

TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

3 DISCLOSURES OF INTEREST

Refer Code of Conduct:-

[Code of Conduct - Community Representatives](#)

[Code of Conduct - Councillors and Council Staff](#)

There were no disclosures by Voting Members of the Committee.

The following disclosures were made by others present at the meeting:

- (i). Councillor Norton disclosed that she is employed by Department of education and has a non-pecuniary interest in Item 5.8, Artarmon Public School Proposed Shared Zone.

- (ii). Peter Egan also advised that he lives in a property impacted by the works in Item 5.8 and thus considers himself to have a potential conflict of interest.

TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

4 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION

That the Minutes of the Ordinary Meeting of Council held 15 February 2017, copies of which have been circulated to each member of Council, be confirmed.

TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

5 FORMAL ITEMS FOR CONSIDERATION

5.1 VIVID 2017 – PROPOSED TRAFFIC & TRANSPORT MANAGEMENT PLAN (CHATSWOOD PRECINCT)

WARD:	WEST WARD
AUTHOR:	DANIEL SUI - SENIOR TRANSPORT ENGINEER
CITY STRATEGY LINK:	4.2.1 INCREASED USE OF ACTIVE AND PUBLIC TRANSPORT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

The Vivid Sydney (Chatswood precinct) annual event is in its third year of operation at Chatswood. Willoughby City Council will be co-hosting the 2017 Vivid Sydney Festival in Chatswood (from the Chatswood train interchange to The Concourse). The Vivid festival runs from Friday 26 May to Saturday 17 June 2017 (6pm to 10:30 pm) for 23 nights.

Two Traffic Operations have been proposed for two levels of operation: **Level 1** – No road closure and **Level 2** – Road closure for Victoria Ave (between Endeavour St and Archer St). These traffic operation levels have been developed to encompass the Chatswood Vivid event footprint to address event needs and past years attendance counts and deficiencies.

The final Traffic management plans and Operation plans will be circulated to all Traffic Committee voting members once they have been endorsed by the Traffic and Transport Working Group.

OFFICER'S RECOMMENDATION

That the information be noted.

TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

5.2 HERBERT ST, ST LEONARDS - FEASIBILITY STUDY FOR PROPOSED PEDESTRIAN TRAFFIC SIGNALS NORTH OF PACIFIC HIGHWAY

WARD:	NAREMBURN WARD
AUTHOR:	WILLIAM WANG – STUDENT ENGINEER DANIEL SUI – SENIOR TRANSPORT ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

In the October 2015 meeting, Council requested the Traffic Committee's approval for the conversion of an existing zebra crossing in Herbert Street, approximately 200 m north of Pacific Highway to a raised threshold crossing. Following the installation of the at-grade zebra crossing, Council continues to receive complaints about vehicle delays and queuing.

The cost of a signalised mid-block crossing had been estimated in the vicinity of \$500,000, which could not be accommodated within Council's budget. Transport for NSW agreed to fund a feasibility study in 2016/17 for a new signalised mid-block pedestrian crossing as part of the Active Transport Program. Council engaged consultants and the feasibility study found that, despite exceeding the pedestrian volume threshold, the traffic volumes passing through the pedestrian crossing failed to meet the volumes necessary to satisfy the RMS warrant for either a signalised median crossing or a signalised crossing only.

The consultant noted that Council may have justification for the addition of traffic signals to the pedestrian crossing based on a clause in the RMS warrant which provides that a signalised mid-block crossing may be considered under certain special situations as detailed in the report. The proximity of both Royal North Shore Hospital and St Leonards Station are considered to be sufficient justification for the site being considered as a special case.

OFFICER'S RECOMMENDATION

That:

- 1. The Traffic Committee acknowledge the findings and outcomes of the report produced by the consultant; and**
- 2. The Traffic Committee supports the referral of this report and the Feasibility Study to RMS to seek in-principle approval for the installation of mid-block signalised pedestrian crossing at Herbert St (south of Eillen St) subject to Council's funding request approval from the RMS 2017/18 Active Transport (Walking and/or Cycling Project Nomination).**

TRAFFIC COMMITTEE DISCUSSION

There is a tendency for pedestrians to cross Herbert Street away from the pedestrian crossing when any gaps in traffic arise. It was considered there is a need for pedestrian fencing to ensure pedestrians are corralled to cross the road at the desired location. This is especially important if Council and RMS expend resources on a signalised pedestrian

crossing. Subject to further investigation, fences might be required on either or both sides or installed on a new median island.

RMS indicated it is unlikely to approve of signals unless fencing is included in the proposal. It was suggested that Council officers liaise with Kaye Russell from RMS out of session. RMS further advised that approval would also be required from the Traffic Management Centre.

It was also noted that there is a lack of resting seats for pedestrians travelling between St Leonards Station and the hospital entrance near the subject pedestrian crossing.

TRAFFIC COMMITTEE RECOMMENDATION

- 1. The findings and outcomes of the report produced by the consultant be acknowledged;**
- 2. The Traffic Committee supports the referral of this report and the Feasibility Study to RMS to seek in-principle approval for the installation of a mid-block signalised pedestrian crossing at Herbert St (south of Eillen St), subject to Council's funding request approval from the RMS 2017/18 Active Transport Program (Walking and/or Cycling Projects);**
- 3. RMS be consulted with regard to in-principle approval;**
- 4. the study be forwarded to the Transport Management Centre for its concurrence;**
- 5. The installation of one or two courtesy seats in Herbert Street, between St Leonards Station and the pedestrian crossing, be investigated by Council; and**
- 6. Council consult with Royal North Shore Hospital about the signalised pedestrian crossing proposal and way finding signage.**

5.3 WARRANE ROAD AT ROBERT STREET, WILLOUGHBY - APPROVAL OF REGULATORY SIGNS & MARKINGS FOR PROPOSED PEDESTRIAN REFUGE ISLAND

WARD:	MIDDLE HARBOUR WARD
AUTHOR:	NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

At its meeting of 15 February 2017, the Traffic Committee considered a preliminary design for a pedestrian refuge island in Warrane Road at its intersection with Robert Street and approved it in-principle subject to conditions. The design was amended and forwarded to RMS. Advice was subsequently received that RMS supported the proposal. The design plans are submitted to the Traffic Committee for consideration, including that the proposed regulatory signs and pavement markings be supported.

OFFICER'S RECOMMENDATION

That:

- 1. The Traffic Committee endorses the final design, including the regulatory signs and pavement markings, for the proposed pedestrian refuge island in Warrane Road at the intersection of Robert Street Willoughby; and**
- 2. Council considers any feedback received from nearby residents and incorporate those amendments considered necessary prior to implementation of works on site;**

TRAFFIC COMMITTEE DISCUSSION

Councillor Norton noted that the residents at 4 Warrane Road have previously expressed concerns about the intersection. It was agreed that they would be further consulted prior to Council finalising the design plans.

TRAFFIC COMMITTEE RECOMMENDATION

- 1. Subject to further detailed consultation with the residents at 4 Warrane Road, the Traffic Committee endorses the final design, including the regulatory signs and pavement markings, for the proposed pedestrian refuge island in Warrane Road at the intersection of Robert Street Willoughby;**
- 2. Given Warrane Road and Robert Street are local roads, the use of either chevrons or BB lines at the northern approach end of the refuge island would be suitable treatments; and**
- 3. Council considers feedback received from nearby residents and incorporates any amendments considered necessary prior to implementation of works on site.**

5.4 TALUS RESERVE, NAREMBURN - PROPOSED PARKING RESTRICTIONS

REFERENCE:	CRM 116732355
WARD:	NAREMBURN WARD
AUTHOR:	NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

This 36 space car park is on Crown Land and provides off-street parking for the Talus Street Reserve, including the associated tennis courts. The Northern Suburbs Tennis Association leases the courts from Council and the lease is due to expire in 2018. The Development Consent for the tennis facility requires 35 car parking spaces to be available for patrons of the facility and maintained free of obstruction. There is an extensive history of parking issues in this car parking area and in the adjoining local roads. A number of years ago, Council made the car parking area a 'Restricted Parking Area'.

At its meeting of 15 June 2016, the Traffic Committee considered a report on the car parking on site. The Traffic Committee did not adopt the Officers Recommendation and the matter was deferred for further investigation. Council subsequently adopted the Traffic Committee recommendation to defer the matter.

The car parking area is considered to be a "road related area" and subject to regulation and enforcement under the Road Transport Act and Regulations. Further, the Talus Street Reserve Plan of Management provides for the regulation by Council of parking restrictions to ensure that the required number of parking spaces is available. Illegal parking by commuters and others has resulted in insufficient parking being available to meet the NSTA's needs, causing spill-over onto adjoining residential streets.

The restricted parking area has not been enforced by Council in recent times due to deficiencies in the signage. It is proposed, subject to public exhibition and consideration of any feedback, to replace the Restricted Parking Area restrictions with normal 'timed' parking restrictions.

When considering matters related to a Crown Land Reserve Trust for which Council is Trustee, any resolutions should be clearly prefaced as being made by Council in its capacity as Manager of the appropriate Reserve Trust.

OFFICER'S RECOMMENDATION

That:

- 1. Council, in its capacity as Manager of the Talus Street Reserve Trust (R73306), replaces the existing Restricted Parking Area restrictions in Talus Street Reserve car park with "4P, 7am-6pm Mon-Fri" and "4P, 7am-12pm Sat" restrictions;**

2. Council, in its capacity as Manager of the Talus Street Reserve Trust (R73306), installs additional “4P, 7am-6pm Mon-Fri” and “4P, 7am-12pm Sat” signs along each of the rows of parking spaces to alert drivers to the restrictions and the hours of their operation;
3. Council, in its capacity as Manager of the Talus Street Reserve Trust (R73306), installs prominent signs at both vehicular entrances to the car park to alert drivers to the fact that new 4P parking restrictions are in place and are enforced by Willoughby City Council;

TRAFFIC COMMITTEE DISCUSSION

Councillor Norton asked whether there is sufficient universally accessible car parking on the site to cater for the requirements of the Tennis Association and others. Councillor Norton observed that there may be a need for additional spaces if wheel chair tennis is played there. Council officers agreed to confer with NSTA and to investigate whether the parking area on the eastern side of the amenities building has better access to the amenities building and tennis courts and so might be better suited to accessible parking.

TRAFFIC COMMITTEE RECOMMENDATION

1. Subject to further consultation with the Northern Suburbs Tennis Association, Council, in its capacity as Manager of the Talus Street Reserve Trust (R73306), replaces the existing Restricted Parking Area restrictions in Talus Street Reserve car park with “4P, 7am-6pm Mon-Fri” and “4P, 7am-12pm Sat” restrictions;
2. Council, in its capacity as Manager of the Talus Street Reserve Trust (R73306), installs additional “4P, 7am-6pm Mon-Fri” and “4P, 7am-12pm Sat” signs along each of the rows of parking spaces to alert drivers to the restrictions and the hours of their operation;
3. Council, in its capacity as Manager of the Talus Street Reserve Trust (R73306), installs prominent signs at both vehicular entrances to the car park to alert drivers to the fact that new 4P parking restrictions are in place and are enforced by Willoughby City Council;
4. Council confers with the Northern Suburbs Tennis Association and investigates the suitability of the car parking area on the eastern side of the tennis courts amenities building for accessible parking;
5. Prior to implementation, the proposal be publicly exhibited for a period of 21 days on Council’s website, a notice in the North Shore Times newspaper and by means of an information sign installed in the car parking area near the entrance to the walking track; and
6. Following the consultation period, all feedback be considered by Council officers and included in a further report to Council for its consideration prior to a final decision being made.

5.5 GORE HILL OVAL SPORTS FIELD REDEVELOPMENT - ROAD FRONTAGE WORKS

REFERENCE:	132265105
WARD:	NAREMBURN WARD
AUTHOR:	NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

Council proposes to upgrade the Gore Hill Oval as stage one of a larger development of the recreation facilities at this park.

There are two main car parking areas at Gore Hill Oval. The existing 79 space car parking area at the south-western corner of the park is proposed to be replaced with a new 34 space car parking area as indicated in figure 2. A future stage of the redevelopment will include a new, indoor recreation facility to be built on the Pacific Highway frontage of Gore Hill Park. Subject to approval and funding, this facility will have approximately 300 additional car parking spaces with one of the means of ingress (but not egress) via the proposed car park and thence to Pacific Highway. A lay-by area for buses is proposed to be constructed in Reserve Road near the existing bus stop as indicated in figure 1.

A detailed design Road Safety Audit has been undertaken by DC Traffic Engineering to identify potential safety risks with regard to the proposed car park entry/ exit and bus layby area. A number of areas for improvement have been identified and addressed in the report.

OFFICER'S RECOMMENDATION

That

1. **The report be received and noted;**
2. **The proposed splayed vehicular entry and exit roads be replaced with a widened vehicular crossing and layback as indicated in the report; and**
3. **The other actions proposed to address the findings of the Road Safety Audit report be noted.**

TRAFFIC COMMITTEE DISCUSSION

STA noted that vehicles turning left from the Pacific Highway are a potential cause of rear-end collisions. This will be a concern if volumes increase as part of stage 2 of the development. The Senior Traffic Engineer noted that, as part of stage 1, the synthetic sports field, the car park is reducing in size. Stage 2, comprising a large indoor recreation facility, will be the subject of a separate application process.

TRAFFIC COMMITTEE RECOMMENDATION

1. The report be received and noted;
2. The vehicular entrance from Pacific Highway be by means of a vehicular crossing and layback, as opposed to splayed vehicular entry and exit roads;
3. Final approval of any new driveway on the Pacific Highway frontage of the Park being subject to a detailed design to be submitted to RMS for its approval; and
4. The other actions proposed to address the findings of the Road Safety Audit report be noted.

5.6 DELEGATED ITEMS APRIL 2017

WARD:	ALL WARDS
AUTHOR:	GORDON FARRELLY – TRAFFIC ENGINEER - CONTRACT
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS

Proposed minor regulatory signage for parking restrictions, work zones and temporary road closures in local roads are included in this report for the information of Committee members. Certain items have been approved and implemented under delegated authority, while others are pending consultation with nearby residents.

OFFICER'S RECOMMENDATION

That the Traffic Committee note the information.

TRAFFIC COMMITTEE DISCUSSION

It was noted that a number of work zone items have not specified the dates of proposed restrictions. Staff undertook to provide this information to Traffic Committee Members following the meeting. It was further noted that Northwest Rapid Transit has altered the route of the 33 kV cable, which is now proposed to go past Artarmon Public School. Clarification was also provided with regard to Item 17/17. With regard to Item 17/17, it was noted that the adjoining property is owned by Shore School.

TRAFFIC COMMITTEE RECOMMENDATION

That the Traffic Committee note the information.

5.7 ROSEVILLE CHASE ROTARY FUN RUN - 2017

ATTACHMENTS:	1. REQUEST FROM ROSEVILLE CHASE ROTARY 2. ROSEVILLE CHASE ROTARY EVENT DETAILS
WARD:	ALL WARDS
AUTHOR:	NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

A submission has been received from Roseville Chase Rotary proposing to conduct a Fun Run event in the Castle Cove peninsular on Sunday 30 July 2017. This will be the ninth year the event has been held and the applicant seeks Council's approval as in previous years. The routes are similar to that used for the event previously. The event will commence at 8:00am and most runners are expected to complete the run by 9:30am. Three categories of event are proposed.

OFFICER'S RECOMMENDATION:

THAT approval be given for the use of use of Castle Cove streets for the Castle Cove Fun Run and for the traffic control plan submitted in regard to the event.

TRAFFIC COMMITTEE DISCUSSION

RMS noted that it considers this type of event to be a lower classification of event. Council needs to determine the Traffic Management Plan. Police advised that this type of event is not considered to be a public assembly and submission of a "Form 1" is not necessary.

TRAFFIC COMMITTEE RECOMMENDATION**THAT:**

- 1. No objection be raised to the use of streets in Castle Cove for the Castle Cove Fun Run; and**
- 2. Council liaise with the organisers and determine the traffic management plan and associated traffic control plan(s) for the event.**

**5.8 ARTARMON PUBLIC SCHOOL - PROPOSED SHARED ZONE IN
HAMPDEN ROAD BETWEEN BARTON ROAD AND MCMILLAN ROAD**

WARD: NAREMBURN WARD
AUTHOR: NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK: 4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE: 9 APRIL 2017

SYNOPSIS:

The NSW Department of Education is upgrading Artarmon Public School. As part of the work the Department is required to implement a pedestrian Shared Zone in Hampden Lane, between Barton Road and McMillan Road. RMS has separately approved of items relating to speed management as part of the 10kph Pedestrian Shared Zone. The Traffic Committee Voting Members have endorsed the final design for the raised thresholds and 'NO PARKING' signage and pavement markings for the parking bays out-of-session.

OFFICER'S RECOMMENDATION

THAT the information be received and noted.

TRAFFIC COMMITTEE DISCUSSION

The Traffic Committee noted that works are commencing during the week of 17 April 2017.

TRAFFIC COMMITTEE RECOMMENDATION

THAT the information be received and noted.

5.9 ENDEAVOUR STREET, CHATSWOOD - EXISTING PART-TIME RIGHT TURN RESTRICTIONS

REFERENCE:	CRM 116732355
WARD:	NAREMBURN WARD
AUTHOR:	NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

Council has received a complaint from a resident about the clarity of sign-posting for a part-time right turn ban in Endeavour Street, Chatswood. The report indicated the presence of five separate clusters of signs notifying drivers of the part-time restrictions on turning right out of Endeavour Street into Anderson Street. A site inspection was conducted with NSW Police and STA representatives in late March following receipt of the customer's request.

OFFICER'S RECOMMENDATION

That the citizen be advised that the signage and pavement markings for the part-time right turn ban from Endeavour Street into Anderson Street, Chatswood are considered to be clearly visible and sufficient to alert drivers to the restrictions.

TRAFFIC COMMITTEE DISCUSSION

Police noted that the officer who issued the infringement is very experienced and would be unlikely to have pursued the matter had he considered the signs and markings were deficient.

TRAFFIC COMMITTEE RECOMMENDATION

That the citizen be advised that the signage and pavement markings for the part-time right turn ban from Endeavour Street into Anderson Street, Chatswood are considered to be clearly visible and sufficient to alert drivers to the restrictions.

6 LATE ITEMS

A supplementary agenda, containing three (3) late items, was circulated ahead of the meeting.

6.1 CEVU AVENUE, WILLOUGHBY - CONCEPT DESIGN FOR LOCAL AREA TRAFFIC MANAGEMENT WORKS

REFERENCE:	CRM 90203753
WARD:	SAILORS BAY WARD
AUTHOR:	NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

At its meeting of 15 February 2017, the Traffic Committee recommended that Council prepare a Traffic Management Plan and consult residents about the proposed installation of signage to restrict right turns from Cevu Avenue into Alpha Road during the morning peak and on Saturday mornings and left turns from Alpha Road into Cevu Avenue in the afternoon peak period as well as Saturday mornings and that the effectiveness of these changes be monitored so that, if necessary, funds can be quarantined for additional works to manage traffic.

A traffic management plan was submitted to RMS and approved in-principle, subject to consultation. Feedback from the subsequent consultation indicated there is no clear support for the part-time turn restrictions.

OFFICER'S RECOMMENDATION

That Council:

- 1. Not proceed with the proposal for part-time turn restrictions at the intersection of Cevu Avenue and Alpha Road because the proposal failed to achieve a sufficient level of resident support; and**
- 2. Consult with residents and report back to the Traffic Committee about a proposal for:**
 - a. Realignment of the intersection of Cevu Avenue with High Street by means of pavement marking and a centre 'BB' barrier line, including 'No Stopping' restrictions in Cevu Avenue near the intersection; and**
 - b. A mid-block watts-profile speed hump, outside nos. 5 and 6 Cevu Avenue.**

TRAFFIC COMMITTEE DISCUSSION

RMS advised that, should Council wish to proceed with the proposed part-time right turn restrictions, it should forward the final traffic management plan to RMS for approval. It was noted that there was a level of support for the part-time right turn ban from Cevu Avenue into

Alpha Road, on Monday to Friday only, and that this could be implemented on its own. These restrictions would be “NO RIGHT TURN 6AM-10AM, MON-FRI”. The proposed part-time left turn restrictions from Alpha Road into Cevu Avenue would be deferred.

It was noted that other resident submissions are likely to be received after the deadline.

TRAFFIC COMMITTEE RECOMMENDATION

That:

- 1. Council consider implementation of only a part time right turn restriction from Cevu Avenue into Alpha Road (NO RIGHT TURN 6AM-10AM, MON-FRI);**
- 2. A final traffic management plan be submitted to RMS for its approval; and**
- 3. Council monitor the effectiveness of this part-time right turn restrictions prior to progressing the implementation of traffic management civil works in Cevu Avenue.**

6.2 WARRANE ROAD, WILLOUGHBY - PROPOSED PEDESTRIAN REFUGE ISLAND AT INTERSECTION OF ROBERT STREET

REFERENCE: ECM128139924/ 107423048

WARD: MIDDLE HARBOUR WARD

AUTHOR: NEIL STRICKLAND, SENIOR TRAFFIC ENGINEER

CITY STRATEGY LINK: 4.2.2 BALANCE TRAFFIC MANAGEMENT

MEETING DATE: 19 APRIL 2017

SYNOPSIS:

This item was included in the business paper to allow any late feedback from the community consultation to be considered.

OFFICER'S RECOMMENDATION

That the detailed design for a proposed pedestrian refuge island in Warrane Road, Willoughby, at the intersection of Robert Street, including the proposed signs and pavement markings, be supported.

TRAFFIC COMMITTEE DISCUSSION

The Traffic Committee noted that the discussion on Item 5.3 addressed this matter.

TRAFFIC COMMITTEE RECOMMENDATION

That it be noted that this matter was considered as part of Item 5.3 on the Traffic Committee business paper.

6.3 MOWBRAY ROAD, LANE COVE NORTH – SAFETY AT PEDESTRIAN REFUGE ISLAND NEAR NO. 565

WARD:	WEST WARD
AUTHORS:	COURTNEY JEFFERIES, ROAD SAFETY OFFICER
CITY STRATEGY LINK:	4.2.2 BALANCED TRAFFIC MANAGEMENT
MEETING DATE:	19 APRIL 2017

SYNOPSIS:

Representations have been made by the Principal of Mowbray Public School concerning pedestrians and motorists safety in Mowbray Road West, Lane Cove North at the existing pedestrian refuge island in front of 536 Mowbray Road. A joint site inspection was undertaken by officers from Lane Cove Council and Willoughby City Council who agreed on a proposal to extend the median island approaching the pedestrian refuge island to discourage illegal overtaking over the double barrier centre lines.

OFFICER'S RECOMMENDATION

That:

- 1. The construction of a raised, central median island, 17.5 metres long, in an easterly direction from the existing pedestrian refuge island near 565 Mowbray Road, be supported;**
- 2. Detailed designs be prepared in collaboration with Lane Cove Council; and**
- 3. Willoughby City Council and Lane Cove Council share the cost of the central median.**

TRAFFIC COMMITTEE DISCUSSION

It was noted that a detailed design must be submitted to RMS for its approval.

TRAFFIC COMMITTEE RECOMMENDATION

That:

- 1. The construction of a raised, central median island, 17.5 metres long, in an easterly direction from the existing pedestrian refuge island near 565 Mowbray Road, be supported;**
- 2. Detailed designs be prepared in collaboration with Lane Cove Council and be submitted to RMS for approval; and**
- 3. Willoughby City Council and Lane Cove Council share the cost of the central median.**

7 INFORMAL ITEMS

This Item provides an opportunity for Traffic Committee members to raise matters at the meeting.

7.1 INTERSECTION OF ARCHER STREET AND VICTORIA AVENUE- PEDESTRIAN SAFETY AT 'SCRAMBLE PHASE' CROSSING

Councillor Norton noted that the Chatswood East Progress Association has expressed its concerns about the safety of pedestrians crossing the road at the intersection. Because pedestrian numbers are so high, they tend to commence to cross away from the intersection and outside the area delineated by vehicle 'holding lines' at the traffic control signals.

As this is a signalised intersection, it was agreed that Council should forward the matter for RMS for its investigation and appropriate action.

TRAFFIC COMMITTEE RECOMMENDATION

Council forwards a request for RMS to investigate and take appropriate action with regard to pedestrian safety at the intersection of Archer Street and Victoria Avenue.

7.2 BOUNDARY STREET, ROSEVILLE. UNSAFE RIGHT TURNS FROM PRIVATE DEVELOPMENT.

Council Norton requested an update on previous requests for this to be investigated. It was noted that Willoughby Council has previously referred the matter to the Traffic Section at Kuring-gai Council for its investigation and action. RMS advised that, as Boundary Street is a State road, it will investigate and take appropriate action.

TRAFFIC COMMITTEE RECOMMENDATION

THAT Council refers a request to RMS for it to investigate the practice of unsafe right turns being made from the development on the northern side of Boundary Street, Roseville.

7.3 BOUNDARY STREET, ROSEVILLE. TURNING MOVEMENTS ONTO PACIFIC HIGHWAY.

Councillor Saville requested a progress report on this matter at the next meeting of the Willoughby Traffic Committee. It was noted this will require consideration by RMS

TRAFFIC COMMITTEE RECOMMENDATION

THAT Council officers liaise with RMS and submit a report to the Traffic Committee on progress with its investigations about turning movements and intersection capacity at the intersection of Boundary Street and Pacific Highway.

7.4 INTERSECTION OF HELP STREET AND ENDEAVOUR STREET, CHATSWOOD. PEDESTRIAN SAFETY.

Councillor Saville has previously raised with Council officers concerns about pedestrian safety problems at the T section at Help Street and Endeavour. It was suggested that signals

at the intersection of Help Street and Endeavour Street are required, with a “scramble” phase (as per Victoria and Archer) and a sensor to stop pedestrians when buses approach would resolve this problem. It was noted that the intersection does not have a history of collisions involving pedestrians, however STA noted that there are frequent near misses between their buses and pedestrians. It was agreed to refer the matter to Council Staff for a report back to the Traffic Committee.

TRAFFIC COMMITTEE RECOMMENDATION

THAT Council officers complete their investigations and submit a report to the Traffic Committee on pedestrian safety at the intersection of Help Street and Endeavour Street at the earliest opportunity.

7.5 HIGH STREET, WILLOUGHBY. REQUEST FOR FLASHING LIGHTS AT EXISTING 40 KPH SCHOOL ZONE NEAR OAKVILLE ROAD.

Ken Rutherford advised that concerns have been expressed by the Willoughby Public School P&C about the need for flashing lights to alert drivers to the existing 40 kph School Zone. It was noted that the location is 1 block away from the school itself. A member asked whether Council can fund the installation of signs? RMS advised that all flashing lights require approval from RMS and that it administers the installation and maintenance programs. Given the distance from High Street to the school and the lack of an active ‘school frontage’ on High Street, the location would not be approved as a school zone under current RMS guidelines. The addition of flashing lights is not included in RMS current plans. RMS also agreed to collaborate with the School Crossing Supervisor at this location.

RMS advised that Council should consider upgrading all the pedestrian crossing-related signage to “fluoro” signs and that this requires neither RMS nor Traffic Committee approval.

TRAFFIC COMMITTEE RECOMMENDATION

THAT:

- 1. Council upgrade the signage at the existing pedestrian crossing to the newer, “fluoro” type; and**
- 2. RMS collaborate with its School Crossing Supervisor for this location.**

8 GENERAL BUSINESS

8.1 INTERSECTION OF SAILORS BAY ROAD AND STRATHALLEN AVENUE SAFETY AT SIGNALISED PEDESTRIAN CROSSING

WARD: SAILORS BAY WARD

AUTHOR: NEIL STRICKLAND, SENIOR TRAFFIC ENGINEER

CITY STRATEGY LINK: 4.2.2 BALANCE TRAFFIC MANAGEMENT

MEETING DATE: 19 APRIL 2017

BACKGROUND

Concerns have been expressed by a number of citizens about pedestrian safety on the signalised crossing in Sailors Bay Road between Strathallen Avenue and Bellambi Street. The matter has been referred to RMS for investigation and appropriate action.

OFFICER'S RECOMMENDATION

That

- 1. concerns about pedestrian safety at the intersection of Sailors Bay Road and Strathallen Avenue be noted; and**
- 2. RMS be requested to expedite its investigation of the need for improvements to the traffic signals, or other appropriate measures, as soon as possible and advise Council of the outcome.**

TRAFFIC COMMITTEE DISCUSSION

RMS noted that the Network and Safety Section is investigating the matter. RMS will provide Council with further details on progress.

TRAFFIC COMMITTEE RECOMMENDATION

- 1. concerns about pedestrian safety at the intersection of Sailors Bay Road and Strathallen Avenue be noted; and**
- 2. RMS be requested to expedite its investigation of the need for improvements to the traffic signals, or other appropriate measures, as soon as possible and advise Council of the outcome.**

This being the final item of business on the agenda, the meeting concluded at 11:50AM.