



Willoughby City Council

## **MINUTES**

# **TRAFFIC COMMITTEE MEETING NO 4**

**05 September 2022**

Traffic Committee Meeting  
held in the Banksia Room  
Willoughby City Council  
Level 6, 31 Victor Street, Chatswood  
AND Microsoft Teams



# WILLOUGHBY CITY COUNCIL TRAFFIC COMMITTEE

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

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

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

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

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

# ACKNOWLEDGEMENT OF COUNTRY

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

## MEETING PROTOCOLS

### **MOBILE TELEPHONES**

Please ensure all mobile phones are turned off.

### **RECORDING OF THE MEETING**

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

### **GUIDELINES FOR SPEAKERS**

When addressing the committee, please remember to be courteous.

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

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

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## 1 PRESENT

### Voting members present:

Shivani Karan	Transport for NSW
Acting Sergeant James Logan	NSW Police
Gordon Farrelly	Willoughby City Council
Ken Rutherford	Local State MP's Representative for Willoughby

### Other representatives:

Darren Wood	Willoughby City Council
Daniel Sui	Willoughby City Council
Siva Bala	Willoughby City Council

### Councillors present:

Tanya Taylor	Mayor - Willoughby City Council
Roy McCullagh	Councillor - Willoughby City Council

### Members of the public:

Matt Judson	Willoughby Federation of Progress Associations
Andrew Nelson	Willoughby Federation of Progress Associations
Joan Thurecht	Resident
John Havel	Resident
Laura Hazell	Resident
Jen Mok	Resident
Peter Arnott	Business Owner

## 2 APOLOGIES

Ben Cantor	Busways
Zorica Kaye-Smith	Local State MP's Representative for Lane Cove
Craig Campbell	Councillor - Willoughby City Council
Hugh Eriksson	Councillor - Willoughby City Council
John Moratelli	Councillor - Willoughby City Council

## TRAFFIC COMMITTEE RECOMMENDATION

**That Council note the attendees of the Traffic Committee meeting.**

## 3 DISCLOSURES OF INTERESTS

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

**TRAFFIC COMMITTEE RECOMMENDATION**

That Council adopt the advice from the Traffic Committee.

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

*That the Minutes of the Ordinary Meeting of the Traffic Committee held on 9 May 2022 and 4 July 2022, copies of which have been circulated to each member of the Traffic Committee, be confirmed.*

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

That the Resolution of the Ordinary Meeting of Council held 22 August 2022 provided below, be noted.

¶  
12.15-MINUTES--TRAFFIC-COMMITTEE-MEETING-HELD-ON-9-MAY-2022-AND-4-JULY-2022-¶

¶  
RESOLUTION¶

That Council receive and adopt the recommendations arising from the Traffic Committee Meetings held on 9 May 2022 and 4 July 2022.¶

¶  
MOVED-COUNCILLOR-ERIKSSON-/SECONDED-COUNCILLOR-MORATELLI¶

¶

CARRIED-EN-BLOC¶

¶

**TRAFFIC COMMITTEE RECOMMENDATION**

That the information be received and noted.

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## 5 FORMAL ITEMS FOR CONSIDERATION

### 5.1 ALLEYNE STREET, CHATSWOOD - NO TRUCKS (3T AND OVER) RESTRICTIONS

ATTACHMENTS:	1. SIGNPOSTING DETAILED DESIGN PLAN
WARD:	MIDDLE HARBOUR WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS
MEETING DATE:	5 SEPTEMBER 2022

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#### 1. PURPOSE OF REPORT

To seek approval for the detailed design plan and construction of No Trucks 3T and Over restrictions in Alleyne Street between Victoria Avenue and Mann Street, Chatswood.

#### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council approve the detailed design plan and implementation of No Trucks 3T and Over restrictions in Alleyne Street between Victoria Avenue and Mann Street, Chatswood.

#### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Nil

#### 4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation

The detailed design plan of No Trucks 3T and Over restrictions in Alleyne Street between Victoria Avenue and Mann Street, Chatswood is provided in **Attachment 1**.

SIGNAGE DETAIL DESIGN PLAN

No Trucks 3t and over sign

## 5.2 Blich Street, Northbridge - Timed No Parking Restrictions

ATTACHMENTS:	1. SIGNPOSTING DETAILED DESIGN PLAN 2. COMMUNITY ENGAGEMENT FEEDBACK
WARD:	SAILORS BAY WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	2.4 – REDUCE PARKING AND TRAFFIC CONGESTION
MEETING DATE:	5 SEPTEMBER 2022

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### 1. PURPOSE OF REPORT

To seek approval for the detailed design plan and implementation for No Parking 6:00am to 10:00am Tuesday restriction in Blich Street, southbound lane only, between Coates Lane and 21 Blich Street, Northbridge.

### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council note:

- The proposed new timed No Parking restrictions in Blich Street be deferred.
- Further investigations will be undertaken to manage garbage vehicle movements in Blich Street, southbound road only.
- Residents in Blich Street will be consulted on results of the new investigations.
- A proposal to support the safe movement of waste collection vehicles in Blich Street, southbound roadway only, may be forwarded to the Traffic Committee for its consideration at a future meeting.

### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Traffic Committee noted the submission provided by Clr McCullagh following a meeting with residents of Blich Street. A copy of the submission is provided in **Attachment 1**.

The Member for Willoughby's representative indicated support for the resident's position. The representative was suggested the problem may be as a result of construction vehicles parking in Blich Street. The representative supported investigations into other options including infrastructure changes along Blich Street.

The Traffic Committee agreed that due to the strong opposition with the proposed new timed No Parking restrictions, that further investigations into options to manage garbage vehicle movements in Blich Street would be appropriate.

The Traffic Committee noted that the waste collection contractor may review and change its operations in Bligh Street, southbound roadway only, due to its operation issues including not operating in Bligh Street.

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The proposed new timed No Parking restrictions not be recommended to Council at this time. Further investigations be undertaken, options identified and considered, engagement with residents be undertaken.

The Traffic Committee noted that a proposal may be forwarded for its consideration at a future meeting.

Dear Gordon ,

Can you please share this with the Traffic Committee prior to Mondays meeting . Thank you .

On Saturday morning I met with 14 residents on Bligh Street- some of whom are in this photo . I have also included an additional email below opposing the plan , which I think is not included in the report .

The residents have a number of concerns :

- This will have a significant impact on them .
- Some of the residents are elderly and need to park outside their house .
- They cannot park in their driveways or garages due to 1) the gradient of some of the driveways 2) Most of the households have two cars and in some cases 3, so the garages and driveways are already full.
- They cannot park across the nature strip as they will be fined.
- Their has been no reported incident on this street previously
- They believe this is an over reaction .
- Other Community members such as school teachers and school parents park on Bligh St.
- They are frustrated that no- one from Council has contacted them , despite sending letters opposing this and asking for a meeting on site .
- They believe there are other solutions that have not been considered including :1)Pruning back all the bush and overhanging branches on both sides of the street 2) Pruning and tidying the verge of the bush giving more Road space 3) Moving the fence closer to the bush / divide to create more road space .
- A few of the cars and trucks that currently park there are tradies vehicles , who are working on projects that are due to be completed soon .
- The report mentions that this is the cheapest option available . However the cheapest option is not always the best option . No costings have been provided for the alternative options so it is very difficult to accept this solution at this stage .

I am opposed to this also and I request that the Traffic Committee defer submitting this Notice to Council for consideration until the following has taken place :

1. Conduct an on-site meeting with the residents to hear their concerns .
2. Provide accurate costings for the alternative solutions suggested above . ( I will no doubt be asked for this information by my fellow Councillors moving forward ) .
3. Provide dispensation allowing the residents to park across the nature strip for this period .

Thank you Gordon , I look forward to hearing back from you .

Kind Regards

Roy McCullagh - Councillor  
WILLOUGHBY CITY COUNCIL  
PO Box 57 Chatswood NSW 2057  
P | M +61459879374  
E [Roy.McCullagh@Willoughby.nsw.gov.au](mailto:Roy.McCullagh@Willoughby.nsw.gov.au)

Reading the Traffic Committee proposal for Bligh Street, the key issues seem to me to be:

1. The matter has arisen as a result of being raised by the waste disposal contractor, not by residents or by Council itself. We understand it was triggered by a very inexperienced driver damaging the safety fence in the centre of the street back in March. **This begs the question – what has changed that requires this imposition?** For as long as we have all lived in the Street (over 10 years, other residents even longer), garbage trucks, together with other large trucks (potentially larger removalist trucks, delivery trucks and cement trucks etc) have safely navigated the street. Obviously it would be easier for the waste disposal contractor if all the streets were wide boulevards and the drivers did not need to apply any particular skills to manage the collection process. But the contractor has signed up to provide the service based on the status quo and should be held to continue to do so. In fact, as far as I am aware, since the incident in March, they have been safely doing so.
2. The real issue here is substantial inconvenience and frustration for residents weighed against ease and convenience for the waste disposal contractor. **Yet the Council staff seem quite content favouring the interests of the contractor at the expense of the interests and welfare of the local residents – why is that?**
3. The paper is misleading in stating that 7 responses from residents have been received out of 38 invitations for feedback. This belies the fact that almost 100% of affected residents on the eastern side of Bligh Street have written strongly opposing the proposal. Simply by sending more letters to unaffected residents does not dilute the strength of the opposition. The fact that this is not articulated in the Traffic Committee paper is manifestly misleading.
4. The paper asserts that the views of residents have been considered but **there is zero evidence of this.** There has been no dialogue with residents. Despite Council committing to respond to all letters, I believe within 10 working days, none of the residents who have written have received any response from Council. Moreover there has not been any consultation meeting held with residents to discuss their concerns or any alternative approaches to address the matter that the waste contractor has raised. This is totally unacceptable.
5. **It appears the only factor that Council has considered in deciding its proposed approach is cost.** The paper says that the proposed is the most “cost effective”. This is an appalling simple analysis that ignores the interests of residents. Properly costed alternatives should be considered that weigh the costs of the various options against the interests of residents and the convenience for the garbage truck drivers. For example, realigning the centre fence, pruning the trees in the centre more aggressively, warning signs to those parking in the street to park close to the curb and put their mirrors in and using narrower garbage trucks.
6. This proposal **does not deal with the other truck traffic that will continue to occur during the balance of the week** and in that sense is flawed. It just emphasises the fact that this has nothing to do with the safety of residents or their property and everything to do with ease of operation (and I assume allowing for faster truck speeds and keeping to timetables) by the garbage truck drivers.

Roy, I am happy for you to forward this email to other Councillors or other stakeholders as you see fit.

### 5.3 HOLLYWOOD CRESCENT, NORTHBRIDGE - MOTOR BIKE ONLY PARKING RESTRICTIONS

<b>ATTACHMENTS:</b>	<b>1. SIGNPOSTING DETAILED DESIGN PLAN 2. COMMUNITY FEEDBACK</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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#### 1. PURPOSE OF REPORT

To seek approval of the detailed design plan and implementation for full-time Motor Bike Only parking restrictions, west side of the road, outside of property 25 Hollywood Crescent, North Willoughby.

#### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

**That Council approve the detailed design plan and implementation of full-time Motor Bike Only parking restrictions, west side of the road, outside of property 25 Hollywood Crescent, North Willoughby.**

#### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Nil

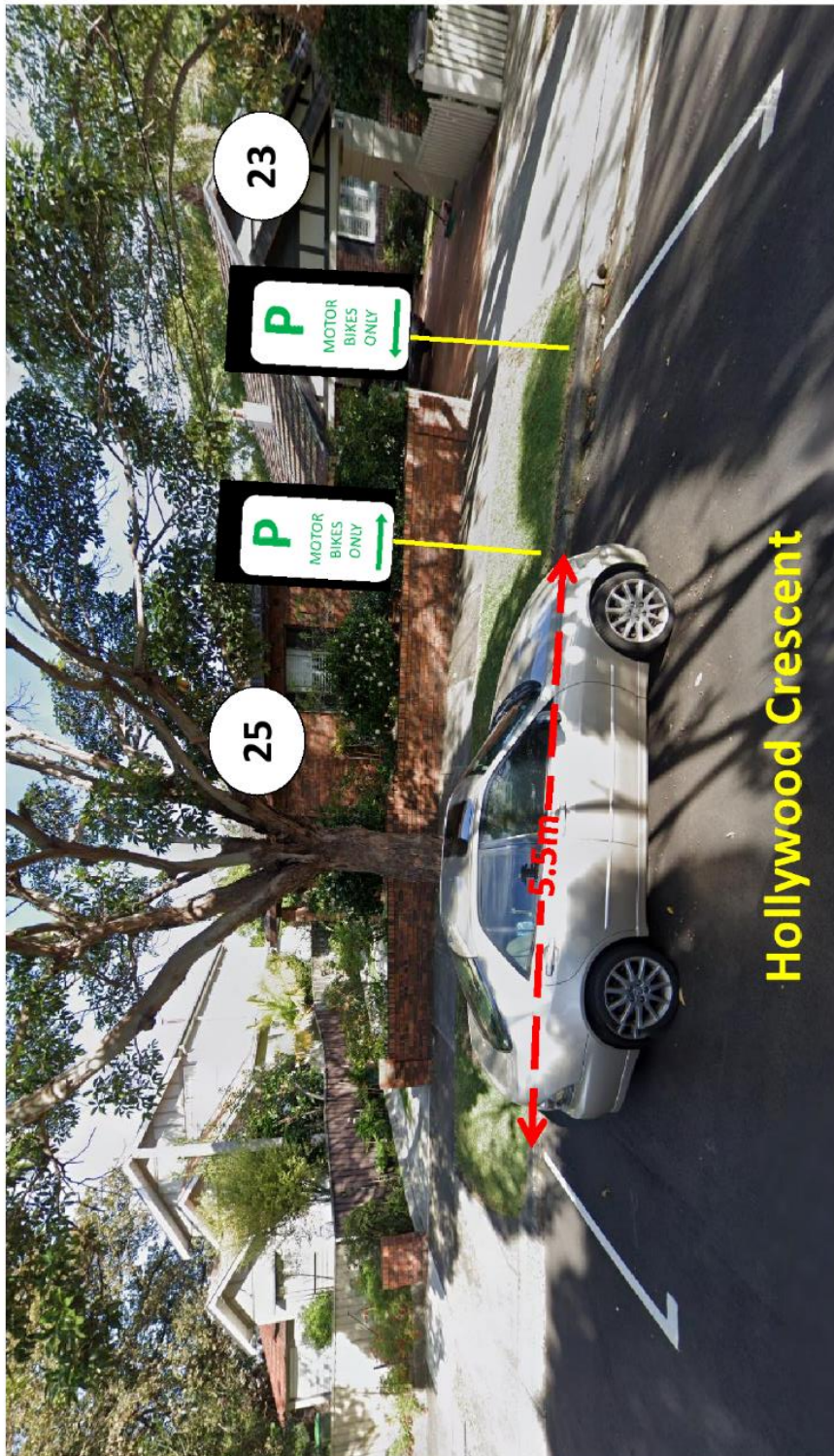
#### 4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation

The detailed design plan of full-time Motor Bike Only parking restrictions, west side of the road, outside of property 25 Hollywood Crescent, North Willoughby is provided in **Attachment 1**.



Attachment 1





#### 5.4 NATHAN LANE, WILLOUGHBY - FULL TIME NO PARKING AND NO STOPPING PARKING RESTRICTIONS

<b>ATTACHMENTS:</b>	<b>1. SIGNPOSTING DETAILED DESIGN PLAN 2. TURNING PATH DIAGRAMS 3. COMMUNITY FEEDBACK</b>
<b>WARD:</b>	<b>SAILORS BAY WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION  3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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### 1. PURPOSE OF REPORT

To seek approval of the detailed design plan and implementation of full-time No Parking and No Stopping parking restrictions on Nathan Lane, west side of the road, between properties No. 56 and No. 32 Tulloh Street, Willoughby.

### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

**That Council approve the detailed design plan and implementation of full-time No Parking restrictions on Nathan Lane, west side of the road, between properties No. 32 and 44 Tulloh Street, Willoughby.**

### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Mr John Havel, a resident of Tulloh Street, provided a presentation to the Traffic Committee. Mr Havel advised that a development application for 58 Tulloh Street may mean that the proposal to remove parking in Nathan Lane in the vicinity of this property may not be necessary. Mr Havel also requested that parking opposite 54 Tulloh Street should also be removed to support access to the garage at this property.

Mr Havel was advised that an investigation will be undertaken to determine whether a development application for 58 Tulloh Street has been approved by Council.

Mr Havel was advised he will need to forward a submission to Council regarding changes to parking in Nathan Lane opposite 54 Tulloh Street if he would like a review of existing parking restrictions.

*Investigation has revealed that there is an approved development application 58 Tulloh Street. Council approval permits one space on-site. The single car parking space will be via Tulloh Street. There is no motor car access from Nathan Lane.*

*A site inspection on 8 September 2022 revealed that construction has commenced at 58 Tulloh Street. The garage facing Nathan Lane has been demolished.*

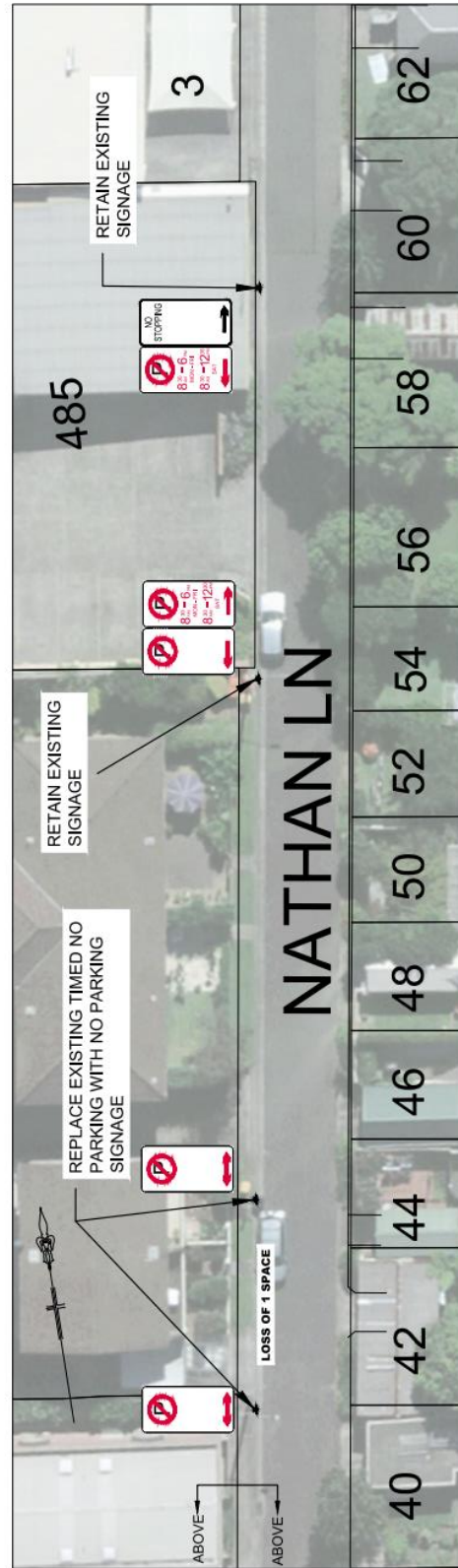
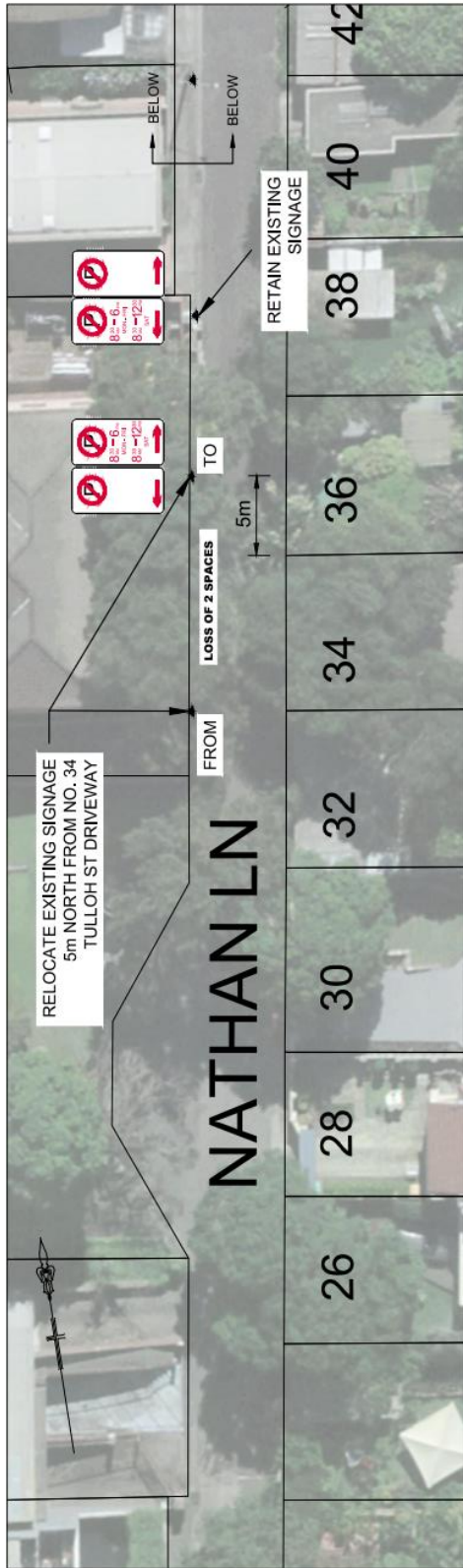
*In view of the above, the detailed design plan has been amended, with the proposed No Stopping/ No Parking restriction changes opposite 58 Tulloh St removed and the current parking restrictions retained.*

*The abovementioned modification leads to retention of 2 car parking spaces.*

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Traffic Committee agreed at the meeting for Council to investigate the development application at 58 Tulloh Street and review the proposal should the development application not provide a garage to Nathan Lane.

The detailed design plan of full-time No Parking parking restrictions on Nathan Lane, west side of the road, between properties No. 32 and 44 Tulloh Street, Willoughby is provided in **Attachment 1**.



## 5.5 PACIFIC HIGHWAY AND NELSON STREET, CHATSWOOD - BICYCLE FACILITIES

<b>ATTACHMENTS:</b>	<b>1. CONCEPT DESIGN PLAN</b>
<b>WARD:</b>	<b>WEST WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY</b> <b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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### 1. PURPOSE OF REPORT

To seek approval for the concept design plan and implementation of a new two-way shared path in Pacific Highway, east side of the road only, between Mowbray Road and Nelson Street and two-way on-road mixed treatment in Nelson Street between Pacific Highway and Frank Channon Walk.

### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council:

- Approve the concept design plan for a two-way shared path in Pacific Highway, east side of road only, between Mowbray Road and Nelson Street and two-way on-road mixed treatment in Nelson Street between Pacific Highway and Frank Channon Walk.
- Endorse the implementation of a two-way shared path in Pacific Highway, east side of the road only, between Mowbray Road and Nelson Street and two-way on-road mixed treatment in Nelson Street between Pacific Highway and Frank Channon Walk following funding approval.
- Note that a funding submission for the detailed design plan and construction of a two-way shared path in Pacific Highway and two-way on-road mixed treatment in Nelson Street will be submitted in NSW Government and Council Active Transport Programs for 2022/23 and future years.

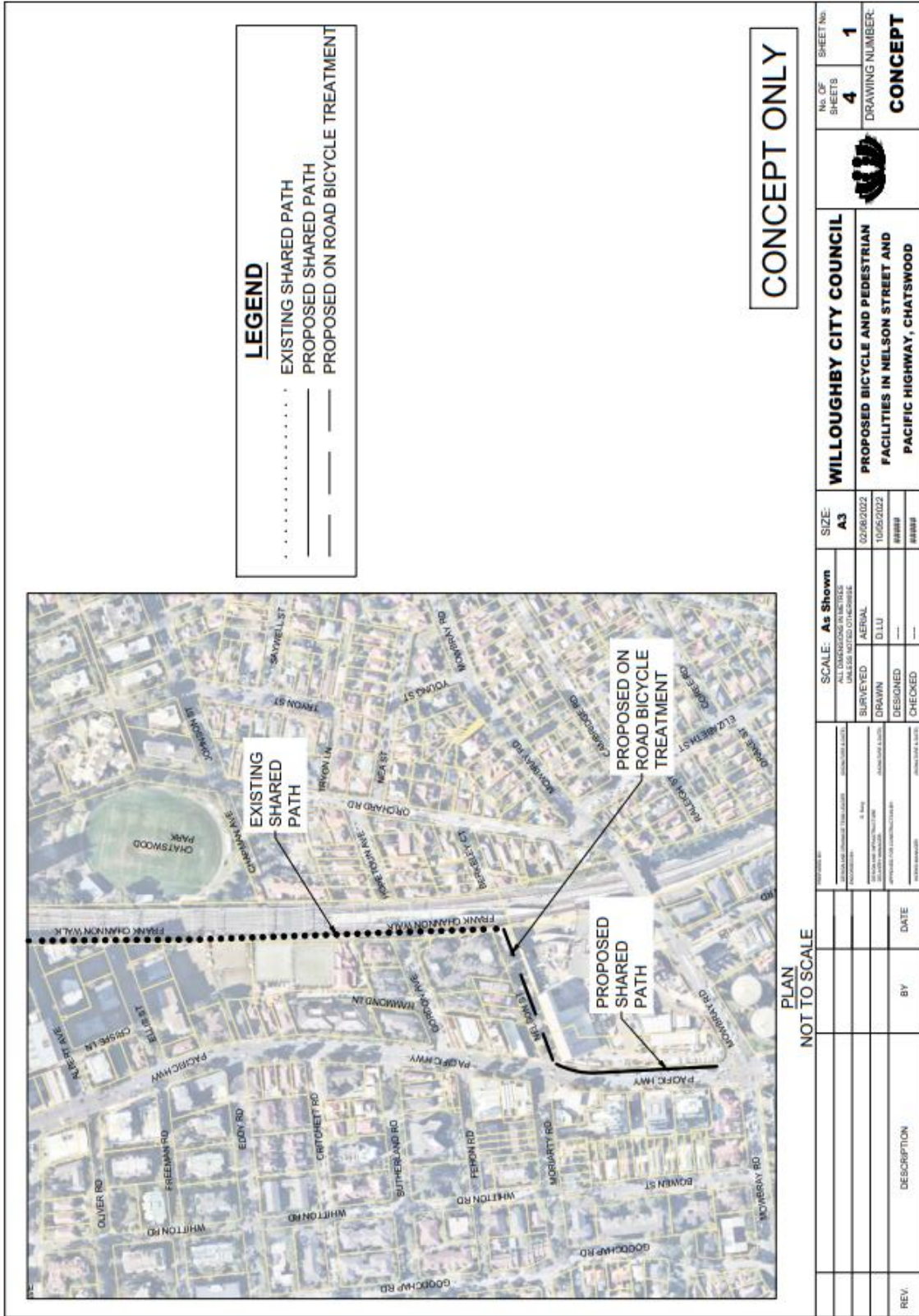
### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Traffic Committee noted that stakeholder and community engagement commenced on the proposal 26 August 2022. Approximately 100 letters were released to local residents and businesses. As at 5 September 5 submissions were received. All submissions were in support of the proposal. Based on the feedback is considered that the proposal has support from the local community.

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed with the Officer's recommendation

The concept design plan of a new two-way shared path in Pacific Highway, east side of the road only, between Mowbray Road and Nelson Street and two-way on-road mixed treatment in Nelson Street between Pacific Highway and Frank Channon Walk is provided in **Attachment 1**.



**LEGEND**

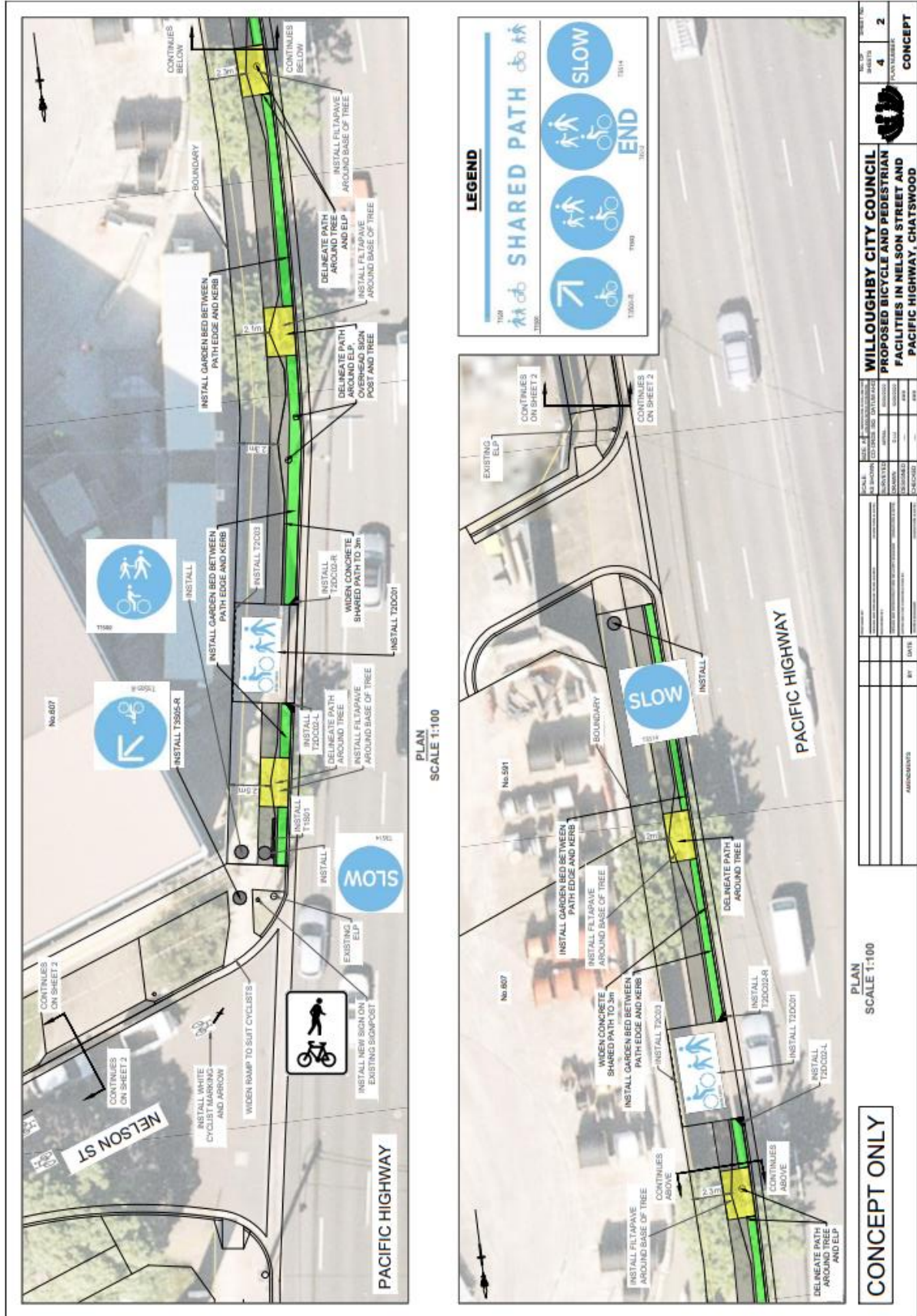
- ..... EXISTING SHARED PATH
- PROPOSED SHARED PATH
- PROPOSED ON ROAD BICYCLE TREATMENT

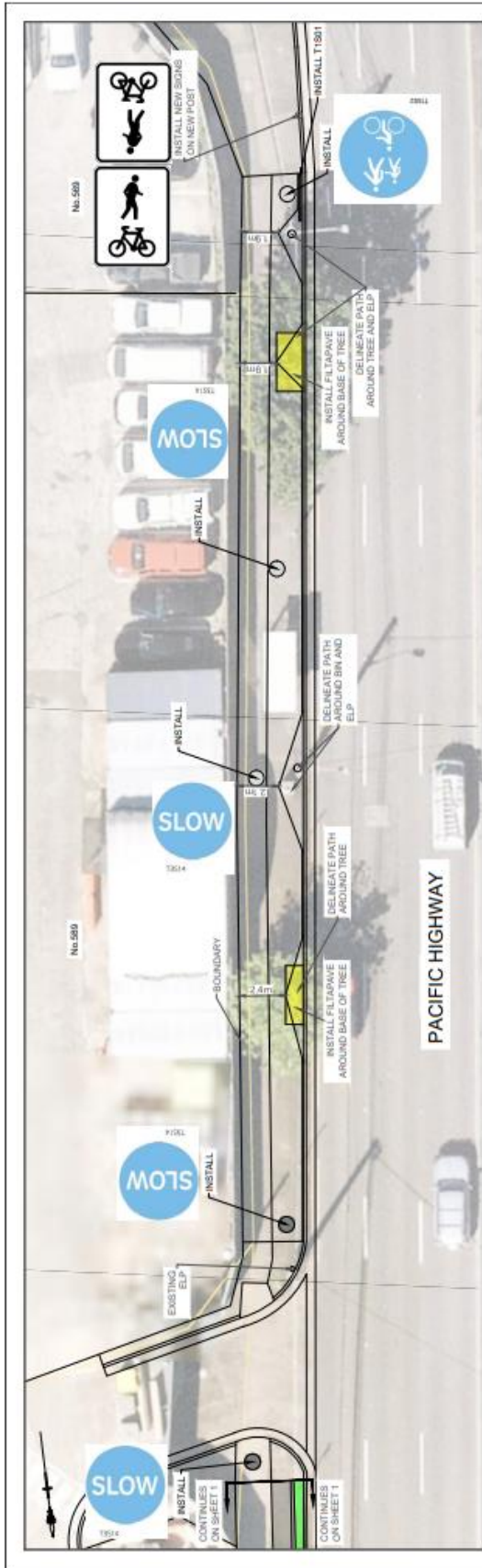
CONCEPT ONLY

	SCALE: <b>As Shown</b> <small>ALL DIMENSIONS IN METERS UNLESS NOTED OTHERWISE</small>	SIZE: <b>A3</b>	WILLOUGHBY CITY COUNCIL	No. OF SHEETS <b>4</b>	SHEET No. <b>1</b>
	SURVIVED AERIAL DRAWN D.L.L.U.	02/28/2022 10/25/2022	<b>PROPOSED BICYCLE AND PEDESTRIAN FACILITIES IN NELSON STREET AND PACIFIC HIGHWAY, CHATSWOOD</b>		DRAWING NUMBER <b>CONCEPT</b>
REV.	DESCRIPTION	BY	DATE	DESIGNED	CHECKED
				#11111	#11111

PLAN  
NOT TO SCALE







**CONCEPT ONLY**

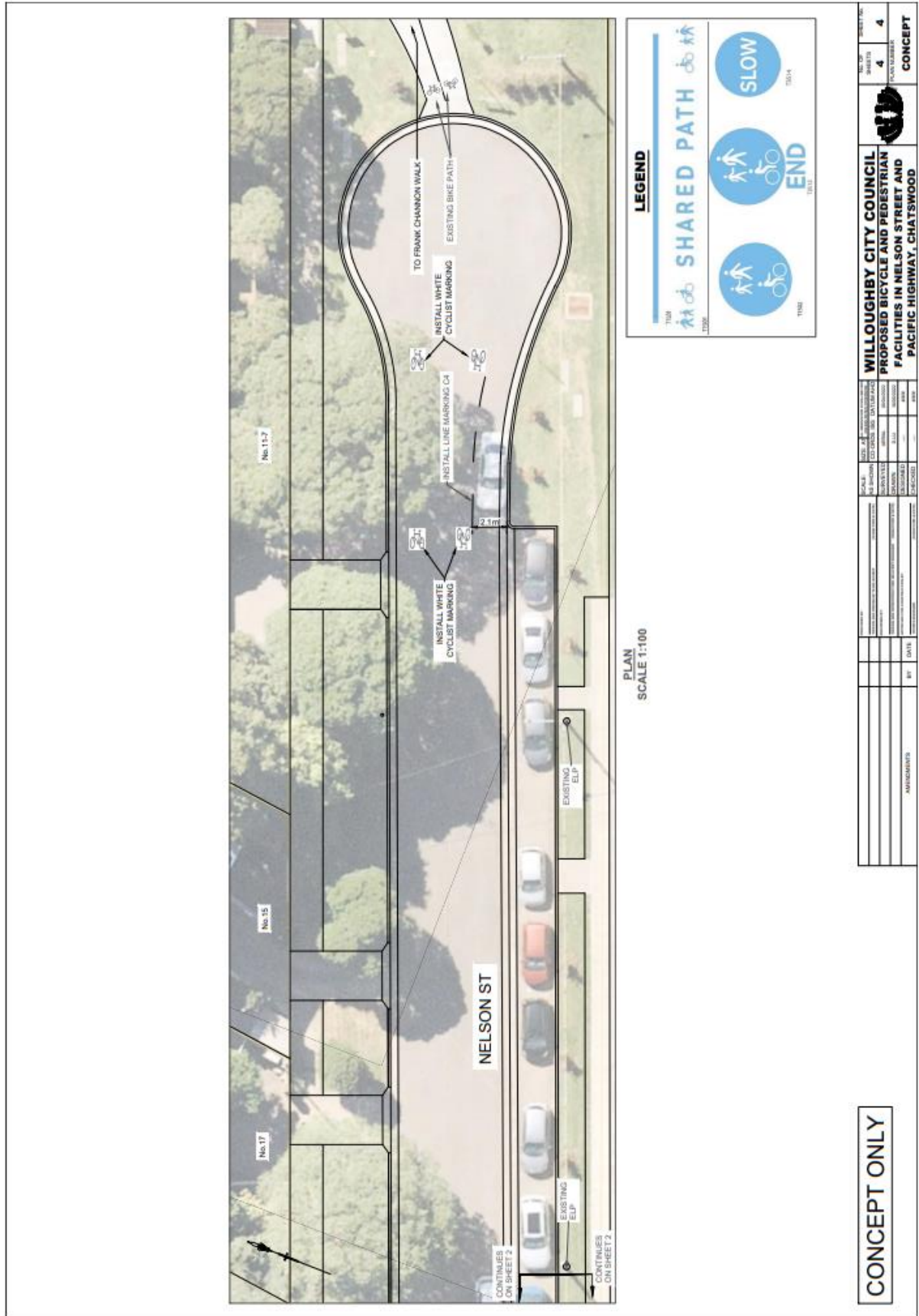
**WILLOUGHBY CITY COUNCIL**  
PROPOSED BICYCLE AND PEDESTRIAN FACILITIES IN NELSON STREET AND PACIFIC HIGHWAY, CHATSWOOD

NO.	DATE	BY	DATE	REVISIONS

NO.	DATE	BY	DATE	REVISIONS

NET OF SHEETS  
SHEETS 4 3  
DRAWING NUMBER  
CONCEPT





## 5.6 WALTER STREET, WILLOUGHBY - PEDESTRIAN, BICYCLIST AND TRAFFIC CALMING IMPROVEMENT PLAN

<b>ATTACHMENTS:</b>	<b>1. DETAILED DESIGN PLANS</b>
<b>WARD:</b>	<b>NAREMBURN WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>DANIEL SUI - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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### 1. PURPOSE OF REPORT

To seek Council approval for the detailed design plans and construction of new pedestrian, bicyclist and traffic calming improvements in Walter Street, Willoughby between Willoughby Road and the cul-de-sac.

### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council:

- a) Approve the detailed design plans and construction of the Walter Street Pedestrian, Bicyclist and Traffic Calming Improvement Plan comprising:
  - Road widening of Walter Street between Willoughby Road and the cul-de-sac to provide one travel lane in each direction and parking lanes on both sides of the road.
  - One wombat crossing.
  - One raised threshold adjacent to property number 55 Walter Street.
  - Six traffic islands (kerbside) at various locations along Walter Street.
  - Shared path on the northern side of Walter Street between Willoughby Road and the cul-de-sac.
  - One traffic island and pavement markings on Walter Street at the intersection with Willoughby Road.
  - Full time No Right Turn signs in Walter Street and Willoughby Road to mandate that all motor vehicles egressing Walter Street must turn left at Willoughby Road.
  - Street lighting along Walter Street.
  - Installation of associated regulatory signs, warning signs and pavement markings on Walter Street between, and including, Willoughby Road and the cul-de-sac to suit the new arrangements.
- b) Endorse the installation of a No Right Turn 6am – 10am & 3pm – 7pm Monday to Friday restriction in Willoughby Road, southbound, at Walter Street and in

Walter Street at its intersection with Willoughby Road to mandate that all traffic enter Walter Street by left turn movements only between 6am – 10am & 3pm – 7pm Monday to Friday.

- c) Note the detailed design and construction plans of all works in the Walter Street Pedestrian, Bicyclist and Traffic Calming Improvement Plan are 100% funded by Walter Projects (Developer) as part of the Development Consent conditions.

### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

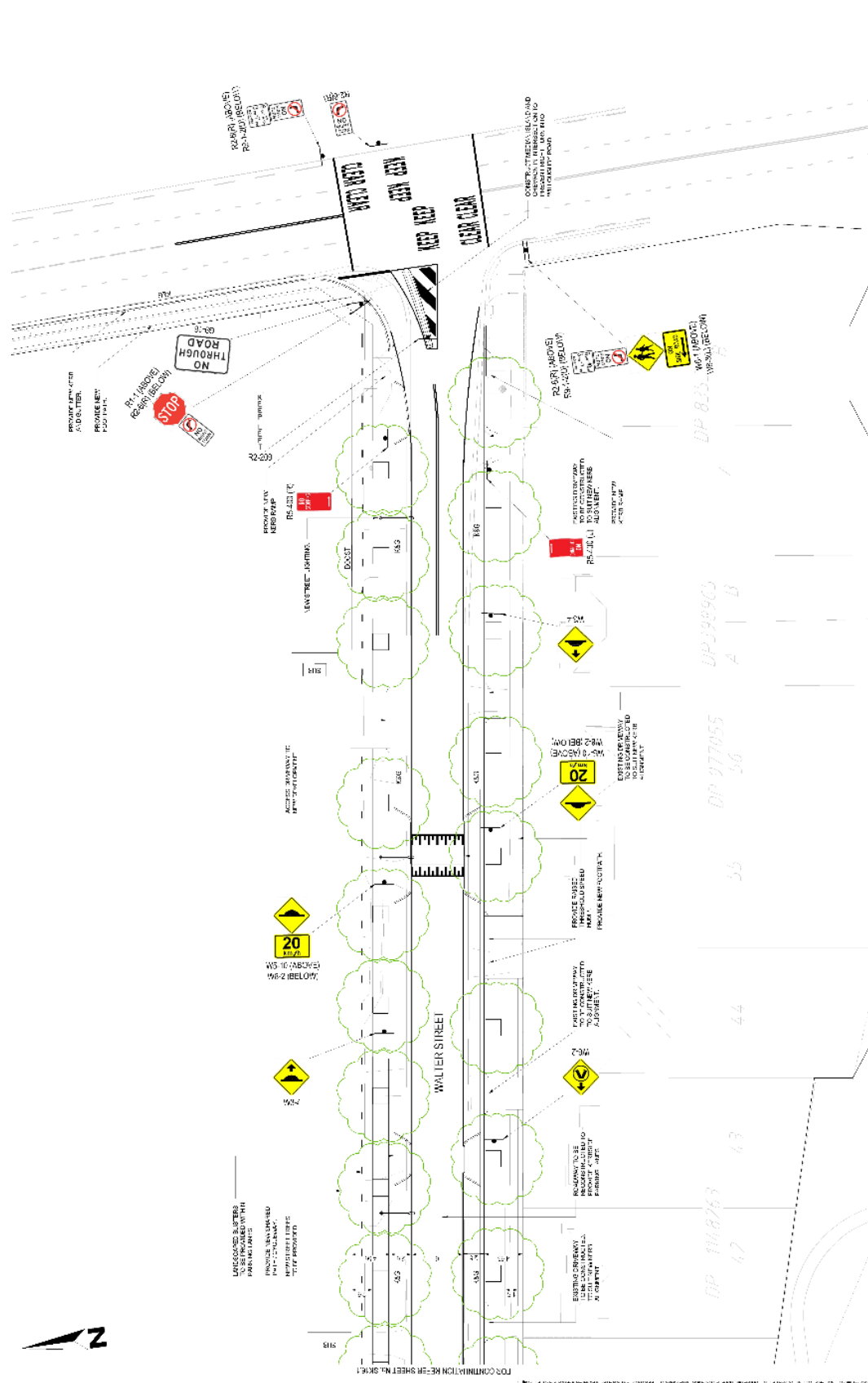
Nil

### 4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation

The detailed design plans and construction of new pedestrian, bicyclist and traffic calming improvements in Walter Street, Willoughby between Willoughby Road and the cul-de-sac is provided in **Attachment 1**.





**FOR INFORMATION**

DP-977955 36  
DP-999403 A B  
DP-885 401 (ABOVE) / 106-940 (BELOW)

**calibre**  
calibrepaas.com

WALTER PROJECT PTY LTD  
100 STEVENAGE STREET, SYDNEY NSW 1570, AUSTRALIA  
T: (02) 9244 1234  
E: SALES@CALIBREPAAS.COM

WALKER STREET DEVELOPMENT - WALKER ST BP  
ROADWORKS  
PLAN SHEET 02

NO.	REV.	DATE	BY	CHKD BY	DESCRIPTION
1	1	13/07/2022			ISSUED FOR INFORMATION



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<b>5.7 DELEGATED ITEMS - REGULATORY SIGNPOSTING AND LINE ATTACHMENTS:</b>	<b>1. DIAGRAMS OF SIGNPOSTING, PAVEMENT MARKING AND LINE MARKING CHANGES</b>
<b>WARD:</b>	<b>ALL WARDS</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>DANIEL SUI - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY</b> <b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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## **1. PURPOSE OF REPORT**

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

## **2. TRAFFIC COMMITTEE'S RECOMMENDATION**

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

## **3. LOCAL TRAFFIC COMMITTEE DISCUSSION**

Nil

## **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed with the Officer's recommendation

The detailed design plans of regulatory signposting and line marking changes at various locations in Willoughby City Council is provided in **Attachment 1**.

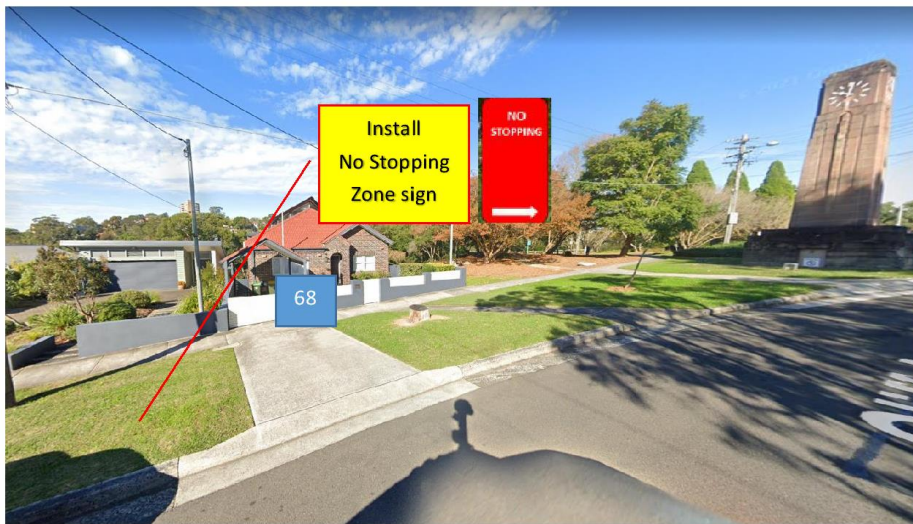


Attachment 1

22/03	Barton Road, Artarmon
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22/04	Cliff Avenue, Northbridge
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22/05	De Villiers Avenue, Chatswood
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## 6 LATE ITEMS

### 6.1 THOMAS STREET, CHATSWOOD – PEDESTRIAN CROSSING

<b>ATTACHMENTS:</b>	<b>1. NIL</b>
<b>WARD:</b>	<b>WEST WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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#### 1. PURPOSE OF REPORT

To inform Council of a safety concerns raised at the existing pedestrian crossing in Thomas Street, Chatswood.

#### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council note:

- **Traffic Committee advice on the safety of the pedestrian crossing in Thomas Street, Chatswood.**
- **Actions being undertaken by Council's Safe City Unit to improve compliance with NSW Road Rules at the intersection.**
- **Investigations to be undertaken by Council to improve safety at the pedestrian crossing.**

#### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Mr Peter Arnott, a local business owner, provided a presentation to the Traffic Committee. Mr Arnott highlighted operational issues that he considered reduced safety for pedestrians at the existing pedestrian crossing in Thomas Street, east side of Katherine Street. Mr Arnott indicated that safety problems typically the greatest during the weekday afternoon peak period.

The Traffic Committee considered the information provided in the presentation. The following comments were provided:

- Mr Arnott's suggestions for increased monitoring and enforcement and new signs or pavement markings were noted.
- The pedestrian crossing has an acceptable safety performance based on TfNSW crash data.

- Council's Safe City Unit has been undertaking regular monitoring and enforcement of parking activity at, and in the vicinity to, the pedestrian crossing to improve compliance with NSW Road Rules at the intersection.
- Site inspections and investigations will be undertaken by Council to assess whether other traffic facilities and/ or infrastructure are necessary to improve safety at the pedestrian crossing

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed to monitor the safety performance and operation of the pedestrian crossing and undertake investigations to assess whether addition traffic facility and infrastructure was necessary.

The Committee that it may consider proposed changes at this location in the future, should a proposed change be considered necessary, following Council investigation and community consultation.

## 6.2 ST THOMAS CATHOLIC PRIMARY SCHOOL ART AND CRAFT SHOW – EVENT TRAFFIC AND TRANSPORT MANAGEMENT PLAN

<b>ATTACHMENTS:</b>	<b>1. EVENT TRAFFIC AND TRANSPORT MANAGEMENT PLAN</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b> <b>4.4 – ATTRACT VISITORS AND PROMOTE LOCAL, DESTINATION-BASED TOURISM</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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### 1. PURPOSE OF REPORT

To seek approval for the Event Traffic and Transport Management Plan for the St Thomas Catholic Primary School Art and Craft Show event in Willoughby.

### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council:

- Approve the for St Thomas Catholic Primary School Art and Craft Show Event Traffic and Transport Management Plan in Naremburn Village Centre.
- Note that St Thomas Catholic Primary School Art and Craft Show event will be implemented and operated by the School on Saturday 29 October 2022 from 9 am to 4.30 pm and Sunday 30 October 2022 from 10.30 am to 3.30 pm in Horsley Avenue, Willoughby.

### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Traffic Committee noted that Transport for NSW has no objections to the Event Traffic and Transport Management Plan subject to compliance with its conditions. This position and the conditions have been forwarded Council prior to the meeting. The Council and TfNSW conditions have been forwarded to the Event Owner.

### 4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation

The St Thomas Catholic Primary School Art and Craft Show Event Traffic and Transport Management Plan is provided in **Attachment 1**.



## EVENT TRAFFIC & TRANSPORT MANAGEMENT PLAN

**Attention:** Gordon Farrelly, Event Traffic and Transport Team Leader, Willoughby City Council  
 German Barragan, Traffic Engineer, Willoughby City Council

We are seeking approval from the Willoughby Council Traffic Committee for the closure of Horsley Ave, Willoughby, between High St and Summerville Cres for St Thomas' Catholic Primary School's 45<sup>th</sup> annual Art & Craft Show to be held on Saturday 29 and Sunday 30 October 2022.

This document provides details of the Event Traffic and Transport Management Plan, including a Traffic Control Plan.

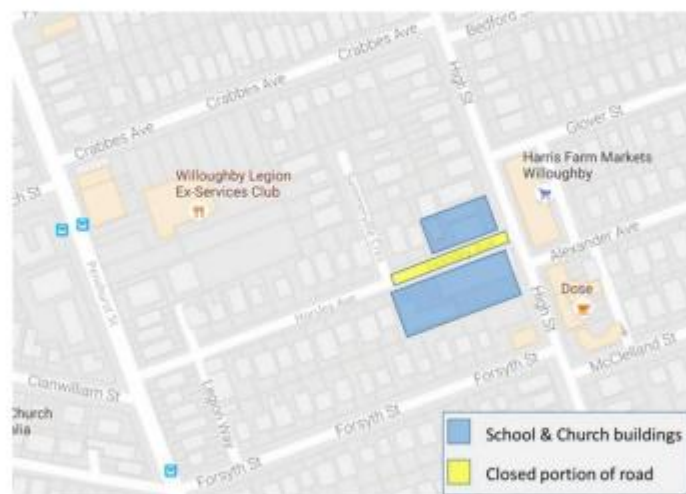
### EVENT OVERVIEW

The St Thomas' Catholic Primary School Art & Craft Show is being held on:

- Saturday 29 October 2022, 9am-4:30pm, and
- Sunday 30 October 2022, 10:30am-3:30pm

Road closure to traffic is requested FROM 7:30am Saturday 29 October 2022 for setup, TO 5:00pm Sunday 30<sup>th</sup> October 2022 for show pack-down.

A basic outline of the requested road closure for the Art & Craft Show is below.



**A. Description or detailed plan of proposed measures**

This year will be the 45<sup>th</sup> annual Art & Craft Show for St Thomas' Catholic Primary School and the requested road closure represents a continuation of arrangements that have been used for 12 years. The last Show was held in 2019.

St Thomas' Catholic Primary School requests approval to close the portion of Horsley Ave, Willoughby, between High St and Summerville Cres. This portion of Horsley Ave is requested to be fully closed to all vehicular traffic for the period FROM 7:30am Saturday 29 October 2022 TO 5:00pm Sunday 30 October 2022, and the road is setup and used for pedestrian fairgoers and children's fete rides.

**B. Identification and assessment of impact of proposed measures***Impact to fairgoers*

The partial closure of Horsley Ave increases safety to the pedestrian fairgoers traversing between the two sites of the school – which is on both sides of Horsley Ave.

*Impact to local residents*

Access to two residential houses is restricted and positive relations with the residents has gained their support for the event and traffic arrangements in previous years and will again be sought in 2022. Access to the remaining 25 residences along Horsley Ave and Summerville Cres is maintained from the eastern approach. All local residents will be individually provided with notice of the traffic plan prior to the event.

**C. Measures to ameliorate the impact of re-assigned traffic**

Traffic control measures include the usage of RMS approved signs to notify motorists of changed traffic arrangements and detours. The Traffic Control Plan ensures affected vehicles will not impact on traffic flow by the:

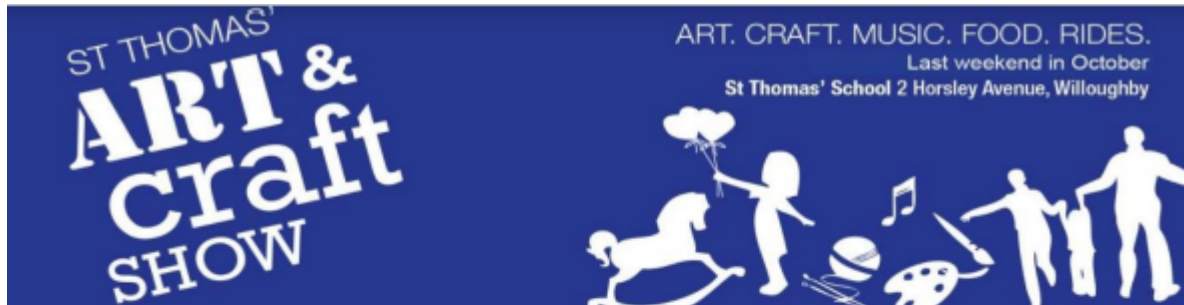
- Prevention of all vehicle access to Horsley Ave at High St
- Inclusion of detours to vehicles around the adjacent streets
- Provision of warning of the upcoming detours

This Event Traffic and Transport Management Plan is the same as approved by Willoughby Council in 2017 and 2018. The accompanying Traffic Control Plan has been prepared by Sydney Traffic Control Pty Ltd.

**D. Assessment of public transport services affected**

Nil.





**E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians**

*Heavy vehicles*

Horsley Ave is a very narrow minor road and heavy traffic would better utilise the two parallel streets – Forsyth St to the south and Crabbes Ave to the north – which both link Penshurst St to High St.

*Emergency vehicles*

Notice of the road closure will be given to NSW Police Chatswood and Willoughby Fire Station.

St Johns' Ambulance will be present for the duration of the show and will park a vehicle inside the show area with direct access to High St via the school playground gates.

*Cyclists and pedestrians*

Access along Horsley Ave by pedestrians and cyclists is unaffected.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures**

No impact.

**G. Assessment of effect of proposed measures on traffic movements in adjacent Council areas**

No impact.

**H. Public consultation process**

Advance notice to local residents in Horsley Ave and Summerville Cres will be provided by individual letters two weeks prior to the event. This will be the 45<sup>th</sup> annual event with at least 12 years of the road closure with no complaints noted in recent years.

**CONTACT:**

Seona Donald  
Art & Craft (A&C) Show Convenor  
St Thomas' Catholic Primary School Parents & Friends (P&F)  
Mobile: 0437 314 177  
Email: [StThomasACConvenor@gmail.com](mailto:StThomasACConvenor@gmail.com)

**ANNEX:**

- A. Traffic Control Plan
- B. Site Plan
- C. Public Liability insurance certificate



**Annex A. Traffic Control Plan**

Attached



Date: 30/6/2022 Author: Ali Fayad Project: 45th annual St Thomas' Art & Craft Show [www.invarion.com](http://www.invarion.com)  
 Client: 45th annual St Thomas' Art & Craft Show Contact : Seona Donald Number: 0437 314 177  
 Plan #: A&CS.TW01.22 TCT #: 1011477

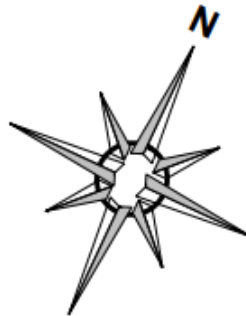
**Comments:**

This plan has been designed by Ali Fayad of Sydney Traffic Control in accordance with Australian Standards outlined in the RMS's Traffic Control on Worksites Handbook which complies with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual.  
 The plan is designed for the 45th annual St Thomas' Art & Craft Show and the closure of 2-8 Horsley Ave, North Willoughby NSW 2068.  
 Certified traffic controllers will be on site to implement and monitor this TCP. If you have any questions please contact Ali Fayad on 8068-1844 or 0451 153 044.

**Legend**

- Bollard
- North Arrow
- Pedestrian Tape
- Surrounding Property's
- Traffic Control Vehicle
- Traffic Controller
- Work Area

ALL SIGNS AND SPACING MUST BE IN ACCORDANCE WITH AUSTRALIAN STANDARD 1742-3

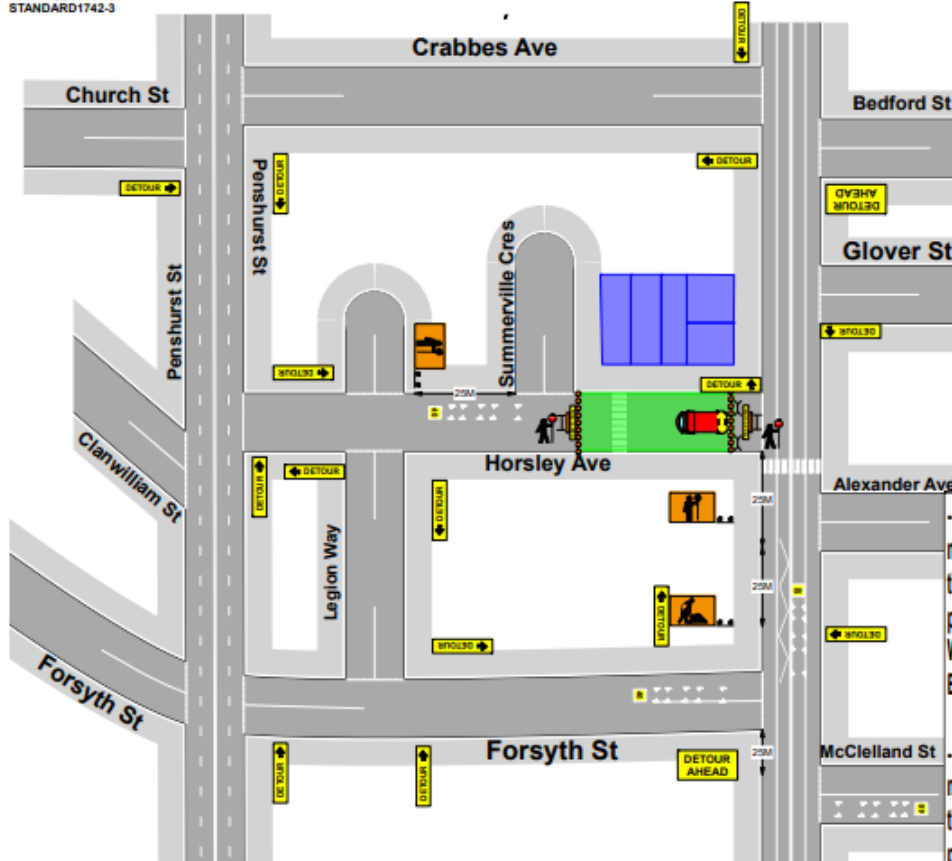


**VALUE OF DIMENSION BETWEEN SIGNS**

SPEED OF TRAFFIC KM/H	DIMENSION D M
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h

**RECOMMENDED TAPER LENGTH (m)**

SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT THE BEGINNING OF THE TAPER
45 or less	15
46 to 55	15
56 to 65	30
Greater than 65	N/A



- A minimum of 3.5 Metres must be kept at all times for Traffic to pass through Work Zone Safely in BOTH DIRECTIONS

- 1.5 Metres MUST be maintained at all times for the pedestrians to walk past the job site safely

Annex B. Site Plan

To be provided

Annex C. Public Liability insurance certificate

To be provided

## 7 INFORMAL ITEMS

### 7.1 SAILORS BAY ROAD AND PYALLA STREET, NORTHBRIDGE - TRAFFIC MANAGEMENT

ATTACHMENTS:	1. NIL
WARD:	SAILORS BAY WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS
MEETING DATE:	5 SEPTEMBER 2022

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#### 1. PURPOSE OF REPORT

To inform Council of the Traffic Committee's advice to improve safety and access for residents egressing Pyalla Street at its intersection with Sailors Bay Road, Northbridge.

#### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council support:

- The implementation of Do Not Queue Across Intersection signs and associated transverse linemarking in Sailors Bay Road at the intersection of Sailors Bay Road and Pyalla Street.

That Council note:

- Traffic Committee advice on the safety and access for residents egressing Pyalla Street at its intersection with Sailors Bay Road, Northbridge.
- Actions being undertaken by NSW Police to improve compliance with NSW Road Rules at the intersection.
- Investigations to be undertaken by Council to improve safety and traffic flow along Sailors Bay Road and access from Pyalla Street into Sailors Bay Road.

#### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Ms Joan Thurecht, a local resident, provided a presentation to the Traffic Committee. A copy of the presentation is provided in **Attachment 1**.

The Traffic Committee considered the information provided in the presentation. The following comments were provided:

- Transport for NSW (TfNSW) does not support the implementation of Keep Clear marking. The intersection of Sailors Bay Road and Pyalla Street does not meet TfNSW guidelines for the provision of this device.
- TfNSW concurs to the installation of *Do Not Queue Across Intersection* signs and associated transverse pavement markings.
- NSW Police undertakes monitoring and enforcement of road rules at the intersection.
- There are no objections to Council's investigations to improve safety and traffic flow along Sailors Bay Road and access from Pyalla Street into Sailors Bay Road.

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed to modify the recommendations including Council support the implementation of 'Do Not Queue Across Intersection' signs and associated transverse line marking in Sailors Bay Road at the intersection.

## Attachment 1

My submission for Willoughby City Council Traffic Committee Meeting 5<sup>th</sup> September 2022.Background.

- I requested of Willoughby Council that there should be “Keep Clear” painted on Sailors Bay Rd. at the entrance to Pyalla Street Northbridge. The reason for this is persistent queuing of vehicles across the entrance to Pyalla St. **at peak times**. My request was supported by fourteen (14) additional submissions from other residents, from a street of 22 houses. **Pyalla St. is a cul-de-sac**; by definition, there is only one way in and the same one way out. Pyalla St. forms a T intersection with Sailors Bay Rd.
- The precedent of “Keep Clear” has been established in the immediate vicinity, where there are no “essential services” at the streets so marked. Please refer to the two examples at Marks St. Naremburn and Walter St. Willoughby as shown in the attached photos viz.” **Location of “Keep Clear” markings**”.
- The present situation during **the peak times**, encourages aggressive, anti-social behaviour from motorists. The opinion of residents of Pyalla St. is that there is a serious/very serious? accident waiting to happen.
- I suggested that an alternative to the above very distinct and unambiguous marking could be an **equally unambiguous painted hatched area** at the entrance to Pyalla Street.
- The response from TfNSW (see email in Appendix below) has suggested a sign of “Do Not Queue Across Intersection” is a possibility.
- The traffic queuing situation is exacerbated by the position of the wombat pedestrian crossing, located exactly hard on the western margin of Pyalla St., making a left turn from Pyalla St. at peak times, doubly dangerous for all.
- It is imperative that Pyalla St. residents are able to enter and exit Pyalla St. at any time of the day or night safely.

Factors Adversely affecting Pyalla Street.A. PEAKS

- Several traffic “peaks” occur throughout the day, Monday-Friday.\*
- The type of vehicle using this section of SB.Rd is not restricted to cars. “Vehicles” in this instance = cars, trucks, tradie vehicles, Government and Private buses, delivery vehicles and vans, as well as huge quite lengthy transports delivering supplies to Woolworths at the adjacent Northbridge Plaza.
- Exiting and entering Pyalla Street **at peak times** is both dangerous and hazardous. Aggressive and anti-social behaviour by motorists is experienced by Pyalla St. residents. There have been many “near misses” as a result of this behaviour, by not allowing/facilitating Pyalla St. residents, access to or from SB.Rd.
- Weekends: When sport is played at Shore School Oval Northbridge Campus on Sailors Bay Road, there is total chaos and mayhem both on SB.Rd. and in Pyalla Street, for the entire length of time of the sports meeting. Pyalla St. is affected for entry/exit as well as multiple illegal parkings.
- This section of Sailors Bay Rd. between Eastern Valley Way & Flat Rock Drive/Alpha Rd. **acts as an arterial road**. Traffic from Eastern Valley Way **traverses this section of SB.Rd. to gain access to the Sydney Harbour Bridge and Sydney Harbour Tunnel, via Flat**



**Rock Drive and Brook Street.** Also, there is a constant stream of traffic from the eastern section of Sailors Bay Road, travelling west through the Eastern Valley Way/Sailors Bay Rd. intersection, along this section of Sailors Bay Road.

\*Peaks:

- 1<sup>st</sup> Circa 8 am to 9 am--9.15am: Commuters + Shore School "drop off" happening simultaneously.  
 2<sup>nd</sup> Circa 2.15 pm to circa 3.15 to 3.30 pm for Shore School afternoon school "pick up".  
 3<sup>rd</sup> From 3.30 pm onwards: still school "pick up" traffic now transiting from other areas + beginning of commuter traffic.

**B. SHORE SCHOOL**

Shore School exit point is onto Sailors Bay Rd. opposite the entrance to Pyalla St.  
 This creates two problems.

**Problem 1.**

Vehicles exiting from Shore School grounds, doing a left turn as directed, are impeded from proceeding east in an orderly manner for several reasons. See below:

- A limited length "No Standing" area is immediately adjacent to exit point.
- Immediately adjacent to the "No Standing" is a two car- length space "No Parking from 3 pm to 7 pm". Hence vehicles are permitted to park there during the Shore School morning "drop off" and "afternoon pick" times, so impeding a smooth flow of traffic in an easterly direction from Shore School exit point. Vehicles are forced into the outside lane, to queue. **This prevents a right turn from Pyalla Street.** Please refer to the [blue text](#) in the TfNSW email in the Appendix, regarding impeding a right turn.
- Also at the Shore exit point is a **dedicated bike lane**. This is dangerous in the extreme.
- The smooth flow of traffic from Shore exit point is further exacerbated by the allowed parking, 24 hrs a day, on the northern side of SB.Rd. of another four (4) car parking spaces, immediately adjacent, (east) to the "No Parking" area already described.
- To further complicate the situation, Crystal Car Wash is located at the end of the six car-parking spaces described above. The exit point for Crystal Car Wash is onto Sailors Bay Rd. Many patrons of this business elect to exit right, i.e., travel west, turning **across the traffic** causing further traffic entanglements and queues.
- The traffic lights at the intersection of SB.Rd and Eastern Valley Way are directly outside Crystal Car Wash.
- Please refer to attached photos for visualisation of this situation viz. "[Pyalla and Ward Sts. Shore Exit and SB.Rd.](#)"

**Problem 2.**

Vehicles exiting Shore School are directed to turn left i.e., east. Some motorists wish to go west. To achieve this, motorists turn right against the directive, then do 1 of 3 illegal manoeuvres.

- (i) do a U turn on SB.Rd., often across double lines.
  - (ii) do a U turn on SB.Rd. at entrance to Pyalla St.
  - (iii) drive straight across SB.Rd. into Pyalla St where a U turn is then executed.
- Please again refer to [blue text](#) in the TfNSW email.

**C. TRAFFIC QUEUING ACROSS ENTRANCE TO PYALLA STREET.**

- (i) At peak times vehicles **are** queued through the traffic lights, both at the Eastern Valley Way/Sailors Bay Rd intersection **and** the Alpha Rd/Sailors Bay Rd intersection This is in contradiction to Transport guidelines as stated in above TfNSW email. Please refer to **brown text in TfNSW email.**
- (ii) Vehicles travelling **east** along SB.Rd. during peak times, wanting to turn **right** into Pyalla St. can't, because access to Pyalla Street entrance is blocked by cars queued across the street entrance. This in turn causes a back- up in a westerly direction, back to the Alpha Rd. traffic lights. Please refer to **green text in TfNSW email.**
- (iii) The right turning vehicle from SB.Rd. causes following vehicles to queue on the pedestrian crossing. This same Alpha Rd back-up happens in the Shore School "pick up" time in the afternoon when cars parked on the northern side of SB.Rd. cannot gain access into Shore grounds. Please again refer to both the **blue and green text in TfNSW email.**
- (iv) At the Eastern Valley Way intersection, vehicles turning from EVW into SB.Rd. are caught within the intersection as they can't move forward because of queued cars in SB.Rd. travelling west.
- (v) Position of the wombat pedestrian crossing causes problems for motorists exiting Pyalla St. **left.** The crossing is located immediately on the left turn (pedestrians present) while the exiting motorist is checking to the right, hoping to break into the traffic queued across street entrance.
- (vi) Vehicles exiting Pyalla St. on a right turn can't, as vehicles are queued across the street entrance. Please refer to **blue text in TfNSW email.**
- (vii) Because of the problems outlined above, the current situation often leads to aggressive motorist behaviour, with attendant risks, as motorists on Sailors Bay Rd. often won't allow Pyalla St. motorists to exit the street on either a right or left turn, **or** to enter the street from the west via a right turn.

**Suggested Solution to queuing across intersection**

- The boundaries of the street entrance should be clearly defined. I have seen thick white lines deployed in adjacent areas. One example is at the Grafton Street T intersection with Brook St. Naremburn. Please refer to **photos "Location of "Keep Clear" markings.** Another is Ward St. intersection with Mowbray Rd., Willoughby. Ward St. has two (2) entrances. Pyalla St. is a cul-de-sac...no alternative option. **Please refer to attached "Pyalla and Ward Sts. Shore Exit and SB.Rd". photos.**
- TfNSW's suggestion is for an erected sign "Do Not Queue Across Intersection".
- The Pyalla St. residents believe this would have limited effect and results. Many motorists do not obey the rules. In this particular situation, with **the short distance** between the Eastern Valley Way/SB.Rd. lights and the entrance to Pyalla St., vehicle numbers at peak times would have to be limited, to ensure "Do Not Q. etc" is practical, leading to compliance.
- As outlined in the beginning, "Keep Clear" or a white painted hatched area at the street entrance would be more likely to result in motorist compliance in our view. Substantiation of this proposal might already exist within the expertise of the TfNSW behavioural scientists' department, and we would be keen to discuss this further with you.

**Suggested Solutions for Shore School.**

- Have a much more substantial barrier at Shore School exit point to discourage Right/U turn. Present deterrent is insufficient in both length and sturdiness...it is akin to a vertical flexible rectangular witches-hat.
- Station a camera at the Shore School Exit point to record and discourage ant-social, dangerous and illegal behaviour.
- An alternative exit point from Shore grounds for motorists **not wanting to travel *east***. Driving east then north to Edinburgh Rd. to travel south is not feasible, distance or time wise at peak hour. Exit on the northern boundary of Shore grounds into Foundation Place.

Thankyou for your consideration of the points I have raised. I look forward to a solution.  
(Ms) Joan Thurecht.

Appendix:

Response from TfNSW to Willoughby Council re my request for "Keep Clear" at Pyalla St. entrance.

"Hi Cr Moratelli,

Please see response from TfNSW.

I am writing in response to your meeting invite regarding the request for 'Keep Clear' markings and 'Do Not Queue Across Intersection' signs on Sailors Bay Road at Pyalla Road, Northbridge.

Prior to the meeting, I would like to advise you that Transport has assessed the request for the installation of 'Keep Clear' pavement markings in accordance with Transport's delineation guide. From the assessment, it was found that Sailors Bay Road and Pyalla Road do not meet the requirements to install 'Keep Clear' pavement markings.

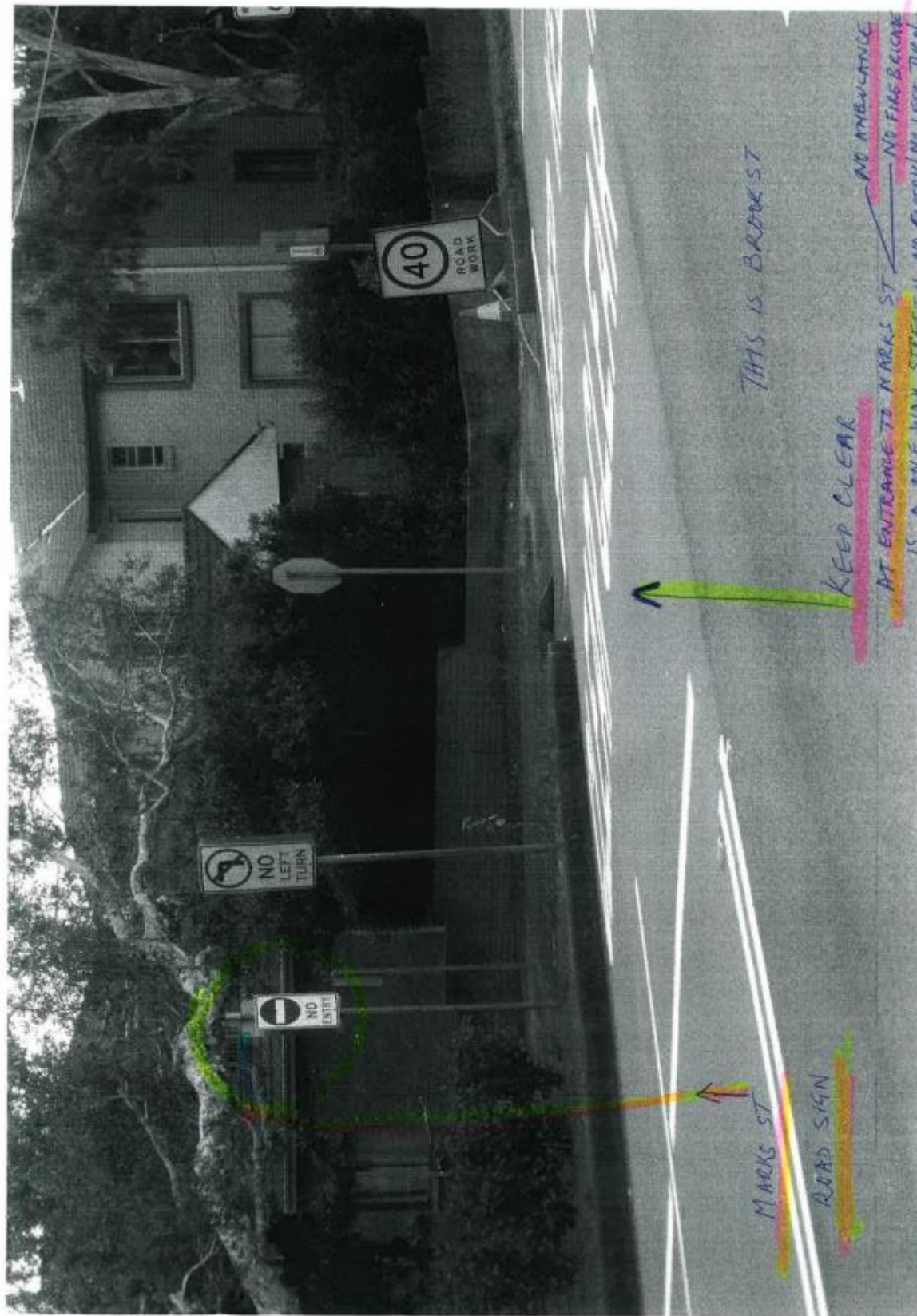
Keep Clear pavement marking is primarily reserved for emergency vehicle station accesses, such as at ambulance and fire stations, **or to enable access for a right turn from a main road onto a side road**. Transport guidelines state that the markings should **only be provided where right turning vehicles are prevented from entering or exiting the side street, and subsequently cause traffic to queue back through a signalised intersection, or where the waiting right turning vehicle causes a road safety problem due to the road geometry.**

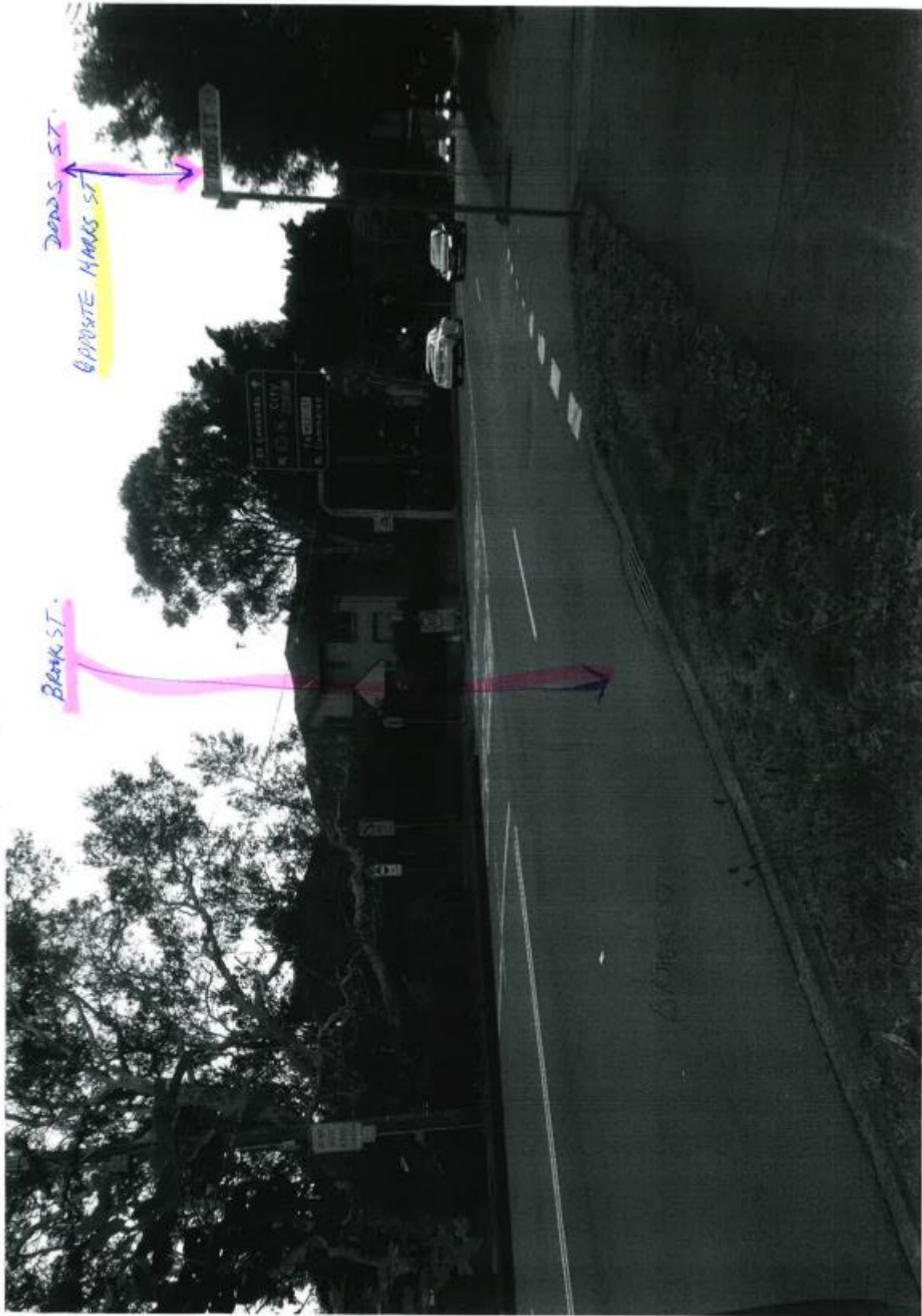
Furthermore, a 'Keep Clear' pavement marking is regulatory and thus a left turning vehicle out of this intersection would be committing an offence if they joined the queue on Sailors Bay Road by entering the keep clear area.

In addition to the above, there are concerns for cars (eastbound) stopping and blocking the pedestrian crossing as they approach the 'Keep Clear' marking causing safety issues for pedestrians.

However, having said the above, Transport is willing to review this site for 'Do Not Queue Across Intersection' signs."



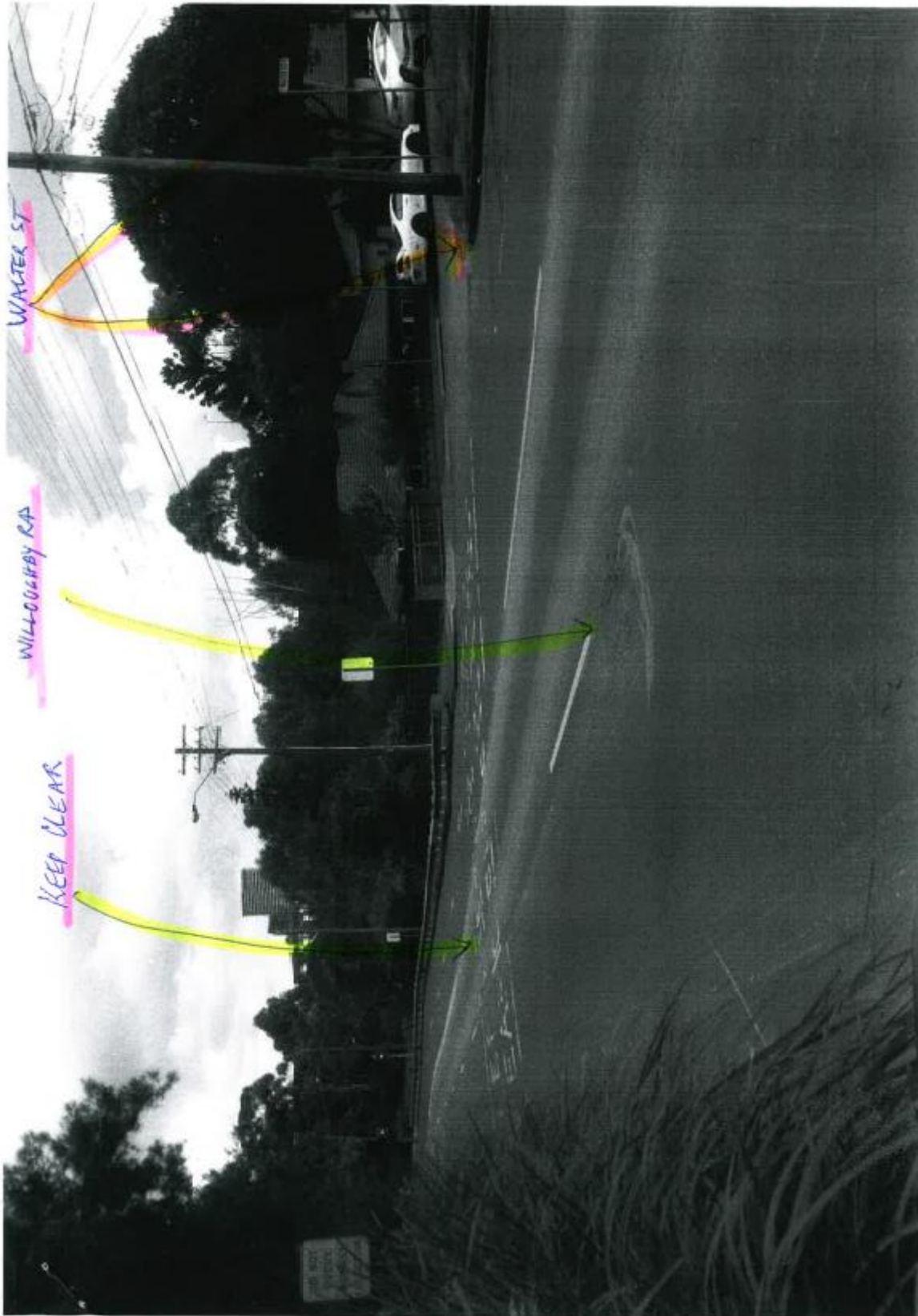














This photo is taken at the intersection of Ward St. and Mowbray Rd. Willoughby, not far distance from Pyalla St. Northbridge. Ward St is not a T intersection as the only entry/exit point of a cul-de-sac as is the situation in Pyalla St. Ward St. has an entrance (as shown) to the south onto Mowbray Rd, and to the north, onto Laurel St.

This intersection has the “Do Not Queue Across Intersection” signs on both sides of the road. The back of the sign on the southern side of Mowbray Rd. is visible.

**To Note. There are heavy white lines painted on the road surface at the entrance to Ward St. to reinforce the “Do not Q” signs.**

At this particular intersection, the traffic flow is much more fluid, compared with the Pyalla St. scenario (cul-de-sac and T intersection) where at Pyalla St. critically, there is limited road length. At Ward St., waiting traffic can bank up for a very considerable length west along Mowbray Rd.



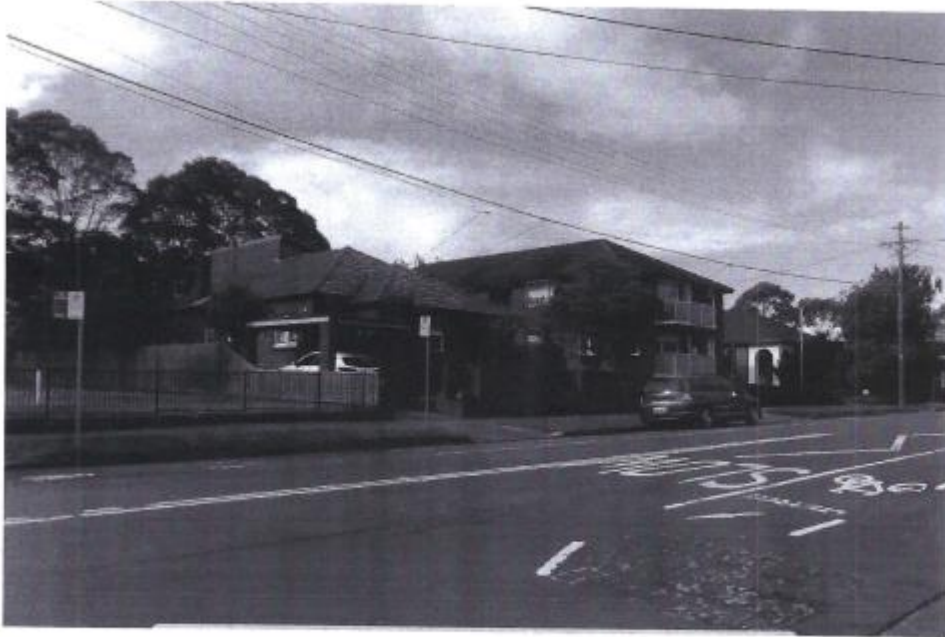




Shore School Exit Point onto Sailors Bay Rd. Note positioning of “No Stopping” and “No Parking 3.30 pm to 7 pm. M-F” signs in relation to exit.



Immediate Exit point from Shore School. “No Stopping” area is a little over one car length long. The “No Parking” only comes into effect from “3.30 pm – 7pm M-F”. Hence this does not apply *at school- drop of in the morning or after school pick-up in the afternoon*, so allows cars to be parked almost immediately at Shore School Exit point during the critical times of the school day, so impeding flow of traffic (as is directed) in an easterly direction.



Left hand side of photo shows “No Stopping” sign at Shore School exit as shown in previous photos. This photo is looking east, the direction in which exiting Shore parents are directed to travel. Note limited road length along this stretch of road up to the electric light pole (2<sup>nd</sup> “No Stopping”), in which cars are parked in the morning when Shore parents are exiting, and so exiting vehicles cannot move into the left hand lane.

This second “No Stopping” sign is just before the Exit Point of Crystal Car Wash. Cars from the Car Wash exit onto Sailors Bay Rd during all the business hours the Car Wash operates, including School drop off and school pick-up plus peak commuter times. The Car Wash is located at the traffic lights at the intersection of Sailors Bay Rd and Eastern Valley Way. See photo below.



## 7.2 TASTES OF NAREMBURN - EVENT TRAFFIC AND TRANSPORT MANAGEMENT PLAN

<b>ATTACHMENTS:</b>	<b>1. EVENT TRAFFIC AND TRANSPORT MANAGEMENT PLAN</b>
<b>WARD:</b>	<b>NAREMBURN WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b> <b>4.4 – ATTRACT VISITORS AND PROMOTE LOCAL, DESTINATION-BASED TOURISM</b>
<b>MEETING DATE:</b>	<b>5 SEPTEMBER 2022</b>

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### 1. PURPOSE OF REPORT

To seek approval for the Event Traffic and Transport Management Plan for the Tastes of Naremburn event in Naremburn Village Centre.

### 2. TRAFFIC COMMITTEE'S RECOMMENDATION

That Council:

- **Approve the for Tastes of Naremburn Event Traffic and Transport Management Plan in Naremburn Village Centre.**
- **Note that Tastes of Naremburn event will be implemented and operated by Naremburn Progress Association on Sunday 18 September 2022 from 10 am to 6 pm in Naremburn Village Centre car park and Quiamong Street, Naremburn.**

### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Traffic Committee noted that Transport for NSW has no objections to the Event Traffic and Transport Management Plan subject to compliance with its conditions. This position and the conditions have been forwarded Council prior to the meeting. The Council and TfNSW conditions will be forwarded to the Event Owner.

### 4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation

## **8 GENERAL BUSINESS**

### **8.1 REPRESENTATIVE FOR THE MEMBER FOR WILLOUGHBY – RETIREMENT FROM THE TRAFFIC COMMITTEE**

Mr Ken Rutherford, Member for Willoughby Representative at the Traffic Committee informed the Committee that this meeting will be his last. Mr Rutherford has been a member of the Committee for 19 years.

Mayor Taylor thanked Mr Rutherford for his service to the Committee.

The Traffic Committee members also thanked Mr Rutherford for his participation and input into the operation of the Committee during his 19 years as a member.