



Willoughby City Council

AGENDA

TRAFFIC COMMITTEE MEETING NO 4/2017

16 August 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**2 APOLOGIES****DISCLOSURE OF INTEREST**

Refer Code of Conduct:–

[Code of Conduct - Community Representatives](#)

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

3 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION

That the Minutes of the Ordinary Meeting of the Traffic Committee held 21 June 2017, copies of which have been circulated to each member of the Traffic Committee, be confirmed.

4 FORMAL ITEMS FOR CONSIDERATION

4.1 SAILORS BAY ROAD, NORTHBRIDGE- EXTENSION OF EXISTING NO PARKING 8.30AM-9.30AM AND 3PM AND 4PM SCHOOL DAYS RESTRICTIONS FOR NORTHBRIDGE PUBLIC SCHOOL

WARD: SAILORS BAY WARD

AUTHOR: COURTNEY JEFFERIES - ROAD SAFETY PROJECT OFFICER

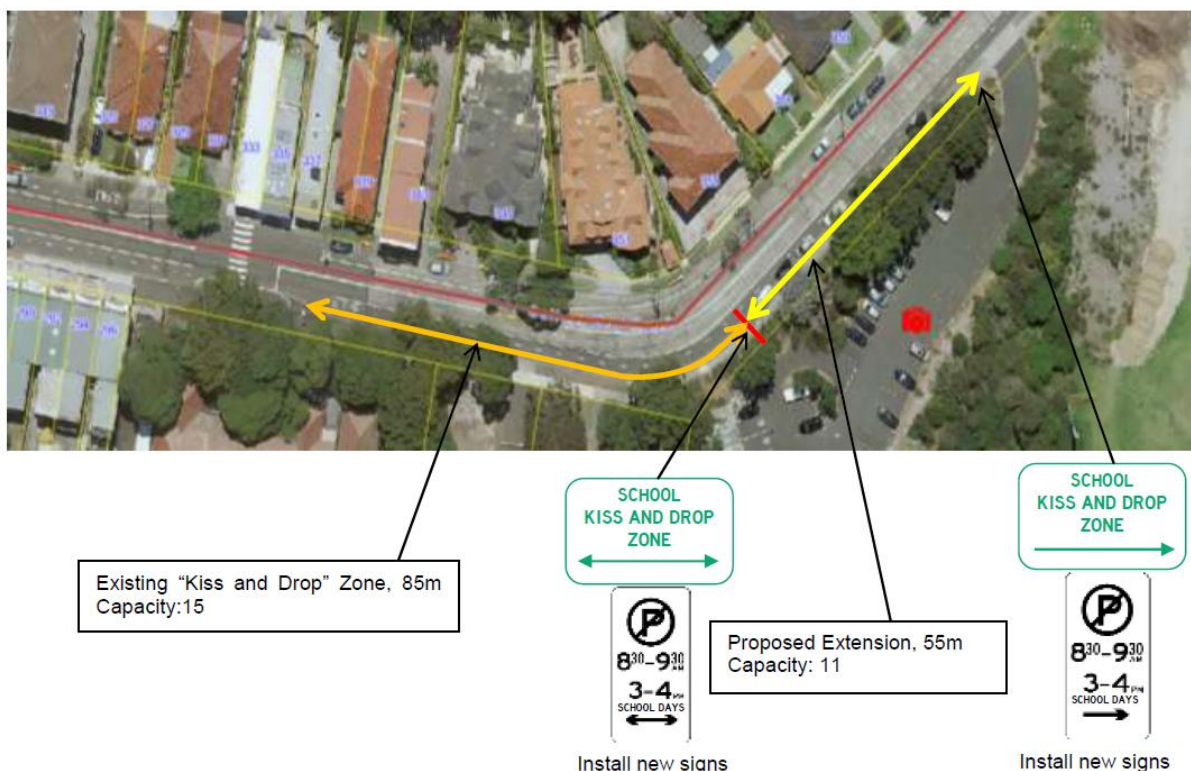
CITY STRATEGY LINK: 4.2.2 BALANCE TRAFFIC MANAGEMENT

MEETING DATE: 16 AUGUST 2017

BACKGROUND

A request from Northbridge Public School provided a submission to Council to extend the existing No Parking 8.30am-9.30am and 3pm and 4pm school days restrictions to support a Kiss and Ride school zone on the south side of Sailor’s Bay Road.

Northbridge Public School has noticed an increase in demand for the drop off and pickup of their students and an extension of the drop off and pick up will attempt to alleviate the congestion on Sailor’s Bay Road during school zone times. Please see the attached diagram below.



DISCUSSION:

The No Parking restrictions (Kiss and Ride zone) are proposed to be extended north-easterly from opposite 355 Sailor's Bay Road up to the driveway of the Northbridge Football Club, opposite 361 Sailor's Bay Road.

The extension of the aforementioned zone also aims to increase safety for children as well as it will discourage illegal parking and unsafe dropping off/picking up children. No parking will be implemented during 8.30am-9.30am and 3pm and 4pm school days, unrestricted parking will exist at all other times.

Officers from Council's traffic team and Rangers Section investigated the site and after review saw no issue with the proposed extension of the existing No Parking 8.30am-9.30am and 3pm and 4pm school days zone.

COMMUNITY CONSULTATION:

Community consultation was sent out to 94 residents and businesses in the vicinity of the proposed new parking restrictions. Comment period was from 17 July 2017 - 28 July 2017 and Council received no feedback during this period.

However, one (1) business owner located in Sailors Bay Road shopping strip contacted Council after the completion of the consultation period advising that she was concerned with the loss of parking as this area was used by her patients. A review of on-street parking in the locality indicated that alternate on-street parking is available for her patients.

OFFICER'S RECOMMENDATION

That approval is given for the extension of the No Parking 8.30am-9.30am and 3pm and 4pm school days restrictions to extend the existing Kiss and Ride zone in Sailors Bay Road, south side road, from opposite 355 Sailor's Bay Road up to the driveway of the Northbridge Football Club, opposite 361 Sailor's Bay Road for Northbridge Public School.

4.2 BUS STOP WAYFINDING SIGNAGE AND TACTILE GROUND SURFACE INDICATORS IN CHATSWOOD AND ST LEONARDS

ATTACHMENTS:	1. TACTILE GROUND SURFACE INDICATORS SPECIFICATION
WARD:	WEST WARD NAREMBURN WARD
AUTHOR:	DANIEL SUI - SENIOR TRANSPORT ENGINEER
CITY STRATEGY LINK:	4.2.1 INCREASED USE OF ACTIVE AND PUBLIC TRANSPORT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

Transport for NSW is delivering a new integrated approach to Wayfinding signage for the NSW transport network. The new signage provides consistent and easy-to-follow visual messages to make public transport easier for customers to use, particularly when changing modes and taking unfamiliar journeys. The new signage also continues the roll-out of icons and mode colours used in maps, timetables, the transportnsw.info website, real-time smart phone apps, electronic signage at ferry wharves and train stations, and social media including live updates through Twitter.

In Willoughby Council area, TfNSW have installed 4 new bus stops Wayfinding signage (3 in Chatswood and 1 in St Leonards), with further upgrades progressively continuing across the transport network both in the Council area.

The new signage provides consistent and easy-to-follow visual messages to make public transport easier for customers to use, particularly when changing modes and taking unfamiliar journeys. The installation would require Disability Discrimination Act (DDA) compliance which is a legislative requirement for bus stops. One of the key accessible design considerations for inclusive access applications is installing Tactile Ground Surface Indicators (TGSIs) or a change in surface pavement is required.

Council is proposing to install TGSIs installations at these 4 bus stop Wayfinding locations in Chatswood and St Leonards. The locations and bus stops are shown in the diagrams below:

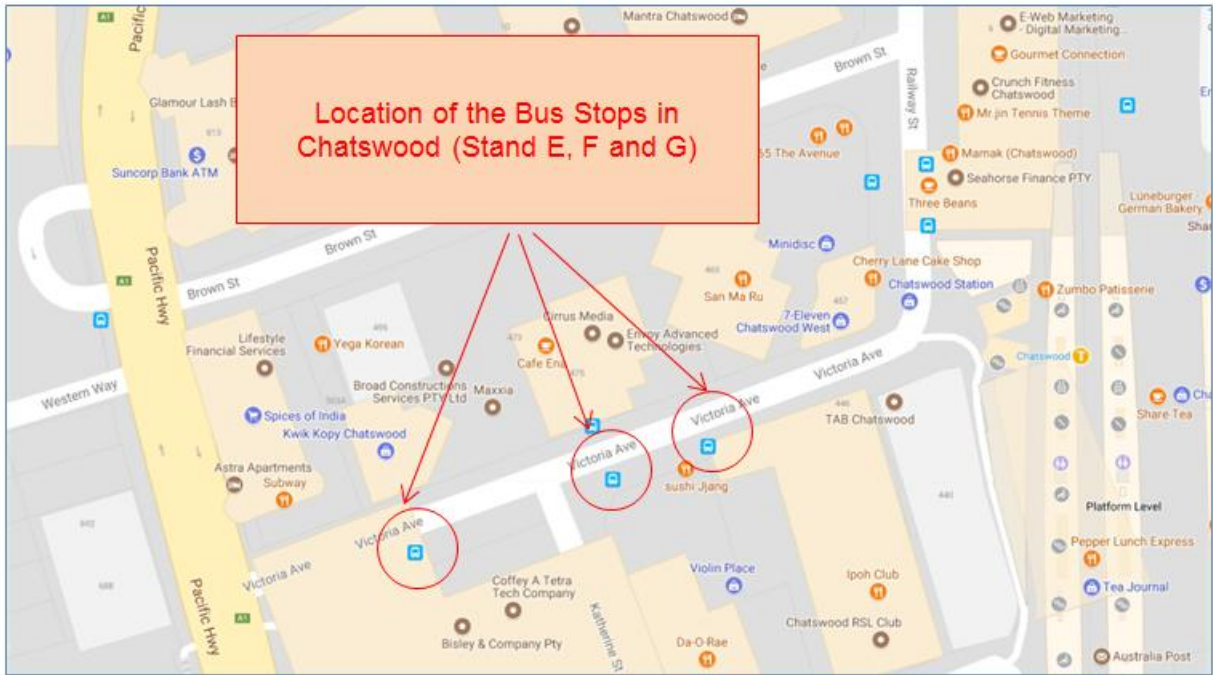


Figure 1: Locality map of the Chatswood Bus Stops (Stand E, F and G)



Figure 2: Locality map of the St Leonards Bus Stop (Stand A)

Council supports the upgrade of the new Wayfinding signage and the installation of the TGSIs requirements to meet the legislative requirements as part of the DDA compliance to create accessible public transport. Council has approved the project funding of TGSIs in 2017/18 Capital Works program for implementation.

OFFICER'S RECOMMENDATION

That Council install tactile ground surface indicators (TGSIs) as per Council specifications at

- **Bus Stop Stand E (Route 255, 258, 261, 530, 533, 534 and 536); Bus Stop Stand F (Route 143, 144 and 200); and Bus Stop Stand G (Route 256, 545 and 550) on Victoria Avenue, Chatswood and;**
- **Bus Stop Stand A (Route 140, 143, 144, 200, 252, 254, 265, 286, 287, 290, 291, 602X, 6012X, 622, 653, M20 and N90) on Pacific Highway, St Leonards.**

ATTACHMENT 1

AS/NZS 1428.4.1:2009
(Incorporating Amendment Nos 1 and 2)

AS/NZS 1428.4.1:2009

Australian/New Zealand Standard™

Design for access and mobility

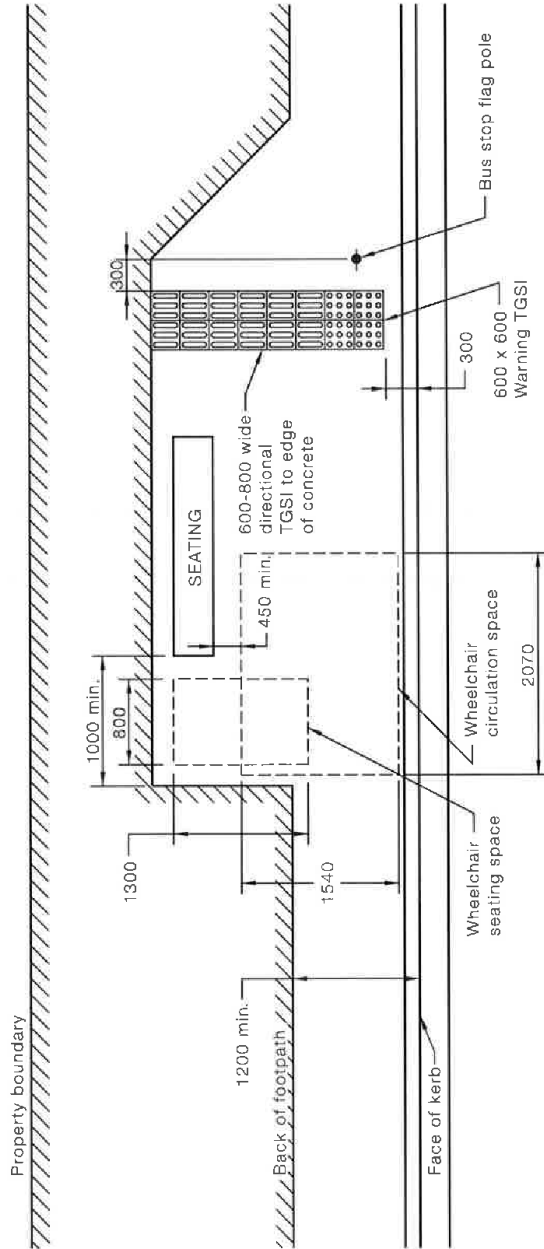
**Part 4.1: Means to assist the orientation
of people with vision impairment—
Tactile ground surface indicators**

Accessed by WILLOUGHBY CITY COUNCIL on 31 Jul 2017 (Document currency not guaranteed when printed)



AS/NZS 1428.4.1:2009

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DIMENSIONS IN MILLIMETRES
FIGURE D1 BUS STOP WITHOUT SHELTER—SET BACK FROM FOOTPATH

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4.3 THE POSTERN AND COUNCIL CAR PARK - TEMPORARY CLOSURE FOR CASTLECRAG FAIR

ATTACHMENTS:	1. REQUEST FROM CASTLECRAG PROGRESS ASSOCIATION INC 2. CASTLECRAG FAIR EVENT DETAILS
WARD:	SAILORS BAY WARD
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

A submission has been received from Castlecrag Progress Association proposing to conduct its Biennial Fair in Castlecrag on Sunday 15 October 2017. The fair has been held since 2000 and the applicant seeks Council's approval as in previous years. A copy of the submission is provided in **ATTACHMENT 1**.

The Fair is put on every 2 years, for young and old alike, and is a great opportunity for the community as well as local businesses and providers to engage in a family friendly day of fun, entertainment and enjoyment. There will be about 30 stalls selling and showcasing arts and crafts, local community groups, clothing, food and children's activities. The forecast attendance over the duration of the fair will be 2000 to 4,000 people.

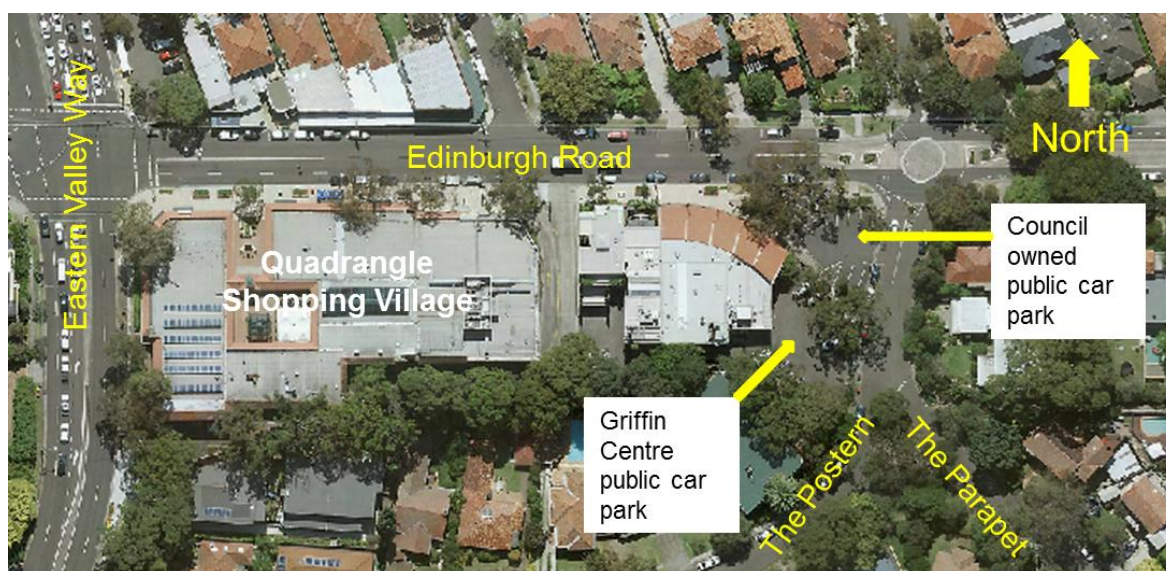


Figure 1: Locality Plan

The event has been successfully conducted since 2000 with no major issues relating to traffic and transport management. The event will commence at 10:00am and expected to complete by 3:00pm.

DISCUSSION:

The Fair is being planned to be run over the following locations (subject to agreement by all affected parties):

- Quadrangle Shopping Centre
- The footpath on the southern side of Edinburgh Road between The Postern and the Quadrangle Shopping Centre.
- Willoughby Council's public car park on the corner of Edinburgh Road and The Postern
- The Postern between Edinburgh Road and The Parapet
- Griffin Centre Car park (a privately owned public car park with access from The Postern)

The event is currently in planning phase with approvals from all parties being pursued. Currently the following scenarios are being investigated:

- Major Fair (preferred) - all approvals are obtained from public and private bodies
- Minor Fair – approvals from private bodies are not received.

The scope of each of the above-mentioned scenarios is outlined in the table below.

Major Fair	Minor Fair
The footpath on the southern side of Edinburgh Road between The Postern and the Quadrangle Shopping Centre.	The footpath on the southern side of Edinburgh Road between The Postern and the Quadrangle Shopping Centre.
Willoughby Council's public car park	Willoughby Council's public car park
The Quadrangle Shopping Centre	The Quadrangle Shopping Centre
The Postern between Edinburgh Road and The Parapet	
Griffin Centre Car park	

A diagram showing the scope of the Major and Minor Fairs are provided in **ATTACHMENT 2**.

The event organiser has provided information relating to the operation of the event to support the safe operation of the event and can be found in **ATTACHMENT 1**. The information provides a description of:

- Event management including bump in and out arrangements
- Proposed road and car park closures and management of road closures
- Pedestrian management road related areas.

The use of Willoughby Council's public car park will result in the loss of 8 car parking spaces for the duration of the Fair. This impact is considered acceptable considering that the event is community focused and only for 1 day.

The closure of The Postern between Edinburgh Road and The Parapet has also been assessed and is not anticipated to result in significant impacts in the safety, access and amenity of the shopping precinct or the local residential community in close proximity. Residents, visitors and emergency services wishing to access The Postern and The Parapet have reasonable alternate access routes using the local road network to Edinburgh Road.

The information provided by the event organiser is not considered sufficient to be considered a traffic and pedestrian management plan. Council has been collaborating with the event organiser in the development of a suitable traffic management plan which will be finalised once the nature of the fair (Major or Minor) is decided. Council is utilising the *Guide to Traffic and Transport Management for Special Events* Version 3.4 August 2, 2006 as the primary technical guidance for traffic and transport planning and management for the fair. The assessment of the event using the criteria in the guideline indicates that it is a Class 3 event.

COMMUNITY CONSULTATION:

The organizer proposes to undertake community awareness measures to the local community only to inform and promote attendance to the event. These measures are likely to include promotion in newsletters, letter box drop all residents and businesses and posters throughout the event area in advance of the event.

OFFICER'S RECOMMENDATION

THAT approval be given for the placement and operation of stalls and other such activities for the Fair:

- **The southern footpath of Edinburgh Road between Eastern Valley Way and The Postern.**
- **The Willoughby City Council public car park on the corner of Edinburgh Road and The Postern;**
- **Subject to approval by Council and NSW Police of a Traffic Management Plan to close to motor vehicle traffic Willoughby City Council car park; and**
- **Subject to the event organiser providing Council evidence from the owner of the Griffin Centre Car park of their approval to close its car park to motor vehicle traffic:**
 - ❖ **The Postern between Edinburgh Road and the The Parapet,**
 - ❖ **Griffin Centre Car park**

**CASTLECrag PROGRESS ASSOCIATION INC.***Serving the community since 1925*

11 July 2017

EMAIL

Gordon Farelly
Traffic Controller
Willoughby City Council
PO Box 57
CHATSWOOD NSW 2057

Dear Gordon

Castlecrag Community Fair – Sunday 15 October 2017

I am writing to you regarding traffic management arrangements for Castlecrag Community Fair, an event hosted by our Association that has been held biennially over the past 16 years.

Date: Sunday 15 October 2017
Event Time: 10.00am – 3.00pm
Bump in: Vehicles permitted onsite between 6am and 7am Sunday 15 October 2017 for bump in.
Bump out: Vehicles permitted onsite after 4pm on Sunday 15 October 2017 for bump out.
Expected Nos: 2000 to 4,000 people
Location: Carpark Area of Griffin Centre, Cnr of the Postern & Edinburgh Rd, Castlecrag.

The Fair is put on every 2 years, for young and old alike, and is a great opportunity for the community as well as local businesses and providers to engage in a family friendly day of fun, entertainment and enjoyment.

The Fair, starting in 2000, has proved to be popular and successful. The event is supported by the Castlecrag Progress Association (CPA) and, this year, is being sponsored by the Quadrangle Shopping Village.

There will be about 30 stalls selling and showcasing arts and crafts, local community groups, clothing, food and children's activities.

To keep pedestrians safe we need to close the part of The Postern between the top section at its junction with Edinburgh Rd and the first bush island near The Parapet. Members of the CPA will man the barricades during the event.

Notification to customers of IGA supermarket to take care entering and exiting the carpark and to drive slowly and safely, will be displayed in the days leading up to the Fair and on the day.

All enquiries should be directed to Simone Selby on 0421 369 643.

Regards

Dr Paul Stokes, Secretary

Castlecrag Progress AssociationCc: Bernard Lau, Simone Selby, info@castlecrag

Please consider the environment before you print this email

PO Box 4259 Castlecrag NSW 2068 • email: info@castlecrag.org.au • web page: www.castlecrag.org.au

Major Fair Layout



Key



Location of stalls

Minor Fair Layout



Key

 Location of stalls

4.4 DELEGATED ITEMS - AUGUST 2017

ATTACHMENTS:	1. AUGUST ITEMS
WARD:	ALL WARDS
AUTHOR:	RAM KUMAR - TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

The following items are submitted for the information of Committee members. Most have been approved and implemented under delegated authority since June 2017. These are minor and routine matters which are unlikely to require discussion at the Traffic Committee Meeting.

No.	Location	Issue	Proposed Works
17/25	109 Sydney Street, Willoughby	Request for driveway white lines	Painted white lines outside 109 Sydney Street
17/26	52 Stanley Street, Chatswood	Request for driveway white lines	Painted white lines outside property 52 on Jacques Street
17/27	166 Mowbray Road, Willoughby	Resident requested for a No Parking sign as parked cars were blocking the driveway outside 166 Mowbray Road	Remove No Parking sign and post on the right hand side of the driveway to 166 Mowbray Road, Willoughby. Install No Parking sign and post on left hand side (1.0 metres from driveway) of driveway to 166 Mowbray Road, Willoughby.
17/28	10 Havilah Street, Chatswood	Resident requested for relocation of No Stopping/2P sign posts to their original location as their driveway construction was completed	Remove the existing No Stopping/2P sign and post in front of 10 Havilah Street, Chatswood Install No Stopping/2P sign and post on the left hand side of the driveway of 8 Havilah Street, Chatswood
17/29	40 Alleyne Street, Chatswood	Request for driveway white lines	Painted white lines outside 40 Alleyne Street

No.	Location	Issue	Proposed Works
17/30	Vincent Lane, Chatswood	Request to create a No Parking bay in the present No Stopping zone to facilitate donors to stop vehicle while making donations for St. Vincent de Paul Society	Remove existing No Stopping sign and post on north side of Vincent Lane. Remove existing No Parking sign and post on south side of Vincent Lane. Install No Parking on north side of Vincent Lane opposite 289 Vincent Lane (opposite Vinnies). Install Stopping sign and post on south side of Vincent Lane in front of 285 Vincent Lane.
17/31	38 Slade Street, Naremburn	Request for driveway white lines	Painted white lines outside 38 Slade Street
17/32	12 Whitton Road, Chatswood	Work zone permit	Installed 'Work Zone 7am-5pm Mon-Fri, 9am-1pm Sat' restrictions of 13.0 metres on Whitton Road for 6 months 7 July 2017 to 16 January 2018
17/33	Highland Ridge Road, Middlecove	Request for a No Through sign post by a resident	Installed a No Through sign post at the intersection of Highland Ridge road with Cawarra Road
17/34	1 Chiltern Road, Willoughby	Work zone permit	Installed Work Zone 7am-5pm Mon-Fri, 7am-12pm Sat' restrictions of 15.0 metres on Frenchs Road for 35 weeks from 15 July 2017 to 15 March 2018
17/35	361, Sailors Bay Road, Northbridge	Resident requested for removal of Disabled Parking signs as the beneficiary was not residing at 361 Sailors Bay any more	Remove Disabled Parking only sign in front of 361 Sailors Bay Install 1/2P sign and post in front of 361 Sailors Bay (1/2P is extended by 5.0 metres along Sailors Bay Road).

Voting members of the Traffic Committee are given the opportunity to comment on these matters.

OFFICER'S RECOMMENDATION

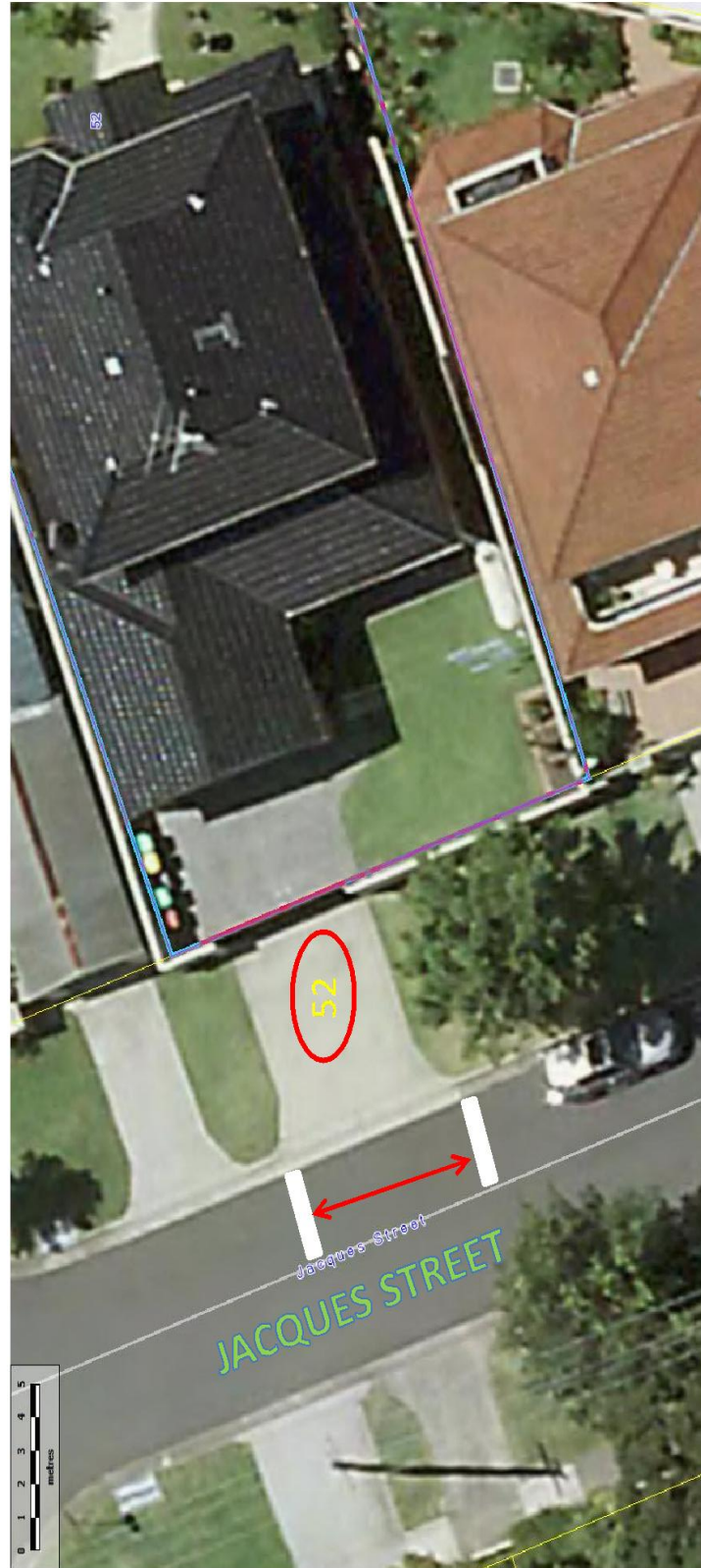
That the Traffic Committee note the information.

Driveway White lines for 109 Sydney Street, Willoughby



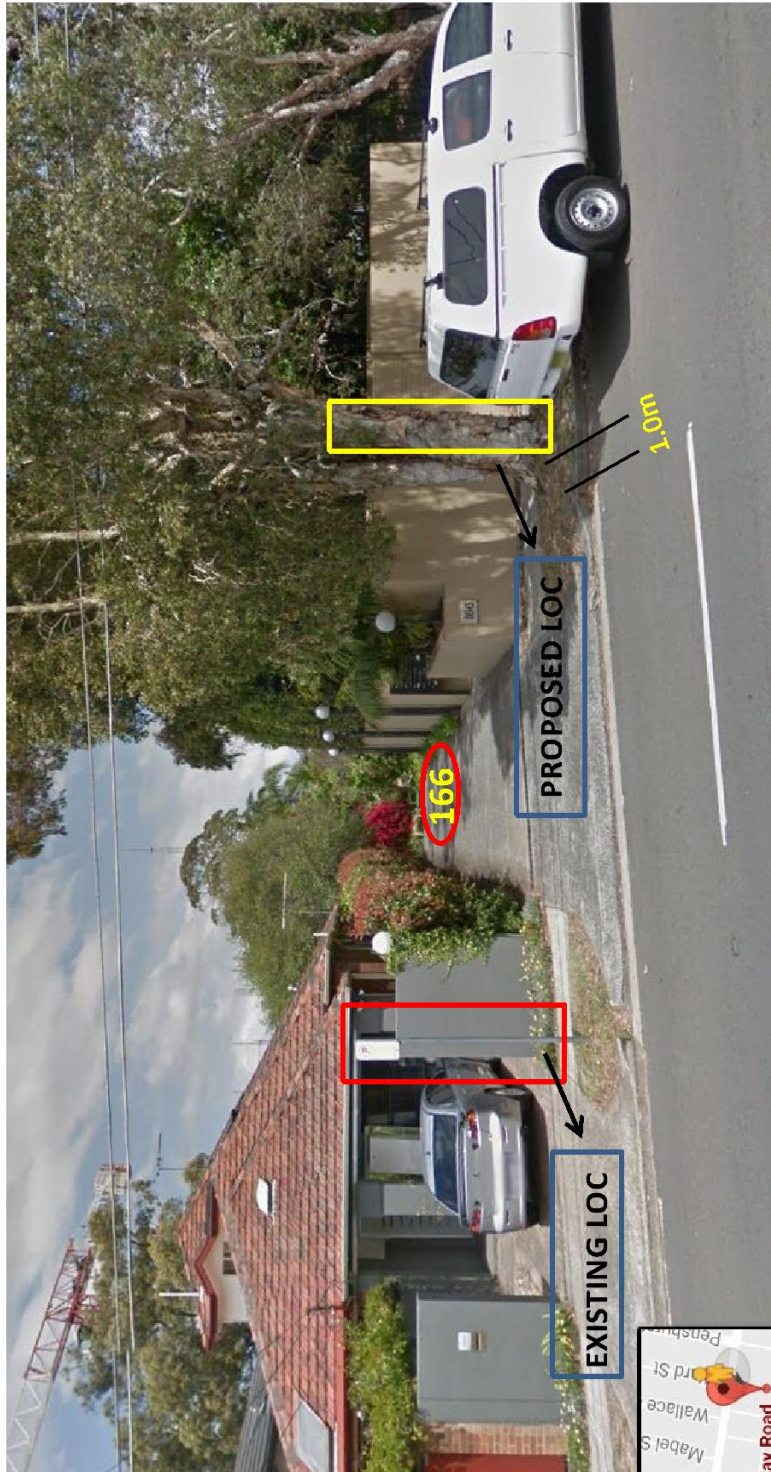
Note: Please provide two white lines (as shown in picture), which would serve the driveway for 109 Sydney street, Willoughby.

Driveway White lines for 52 Stanley Street, Chatswood



Note: Please provide two white lines (as shown in picture) for 52 Stanley street but for the driveway on Jacques street, Willoughby.

Shifting 'No Parking' @ 166 Mowbray Road, Willoughby



Note: Please move the No Parking signpost from RHS of property 166 to LHS. Place it at about 1.0m from the driveway.
The residents have complained about improper parking of cars leading to blocking of their driveway.

Shifting 'No Stopping/2P' @ 10 Havilah street, Chatswood



Note: Please move the No Stopping/2P signpost from RHS of driveway @ #10, Havilah street to LHS of driveway @ #8, Havilah street.

Place it at about 1.0m from the driveway.

The residents @ #10 have completed constructing their driveway and want to shift the signpost to original location.

Driveway White lines for 40, Alleyne Street, Chatswood



Note: Please paint ONE white line on the RHS of the driveway for building 40, Alleyne street.

Kindly call the resident the day before carrying out the work so that she parks her vehicle outside her driveway to create space for us to paint the line.

Phone: 0413838443

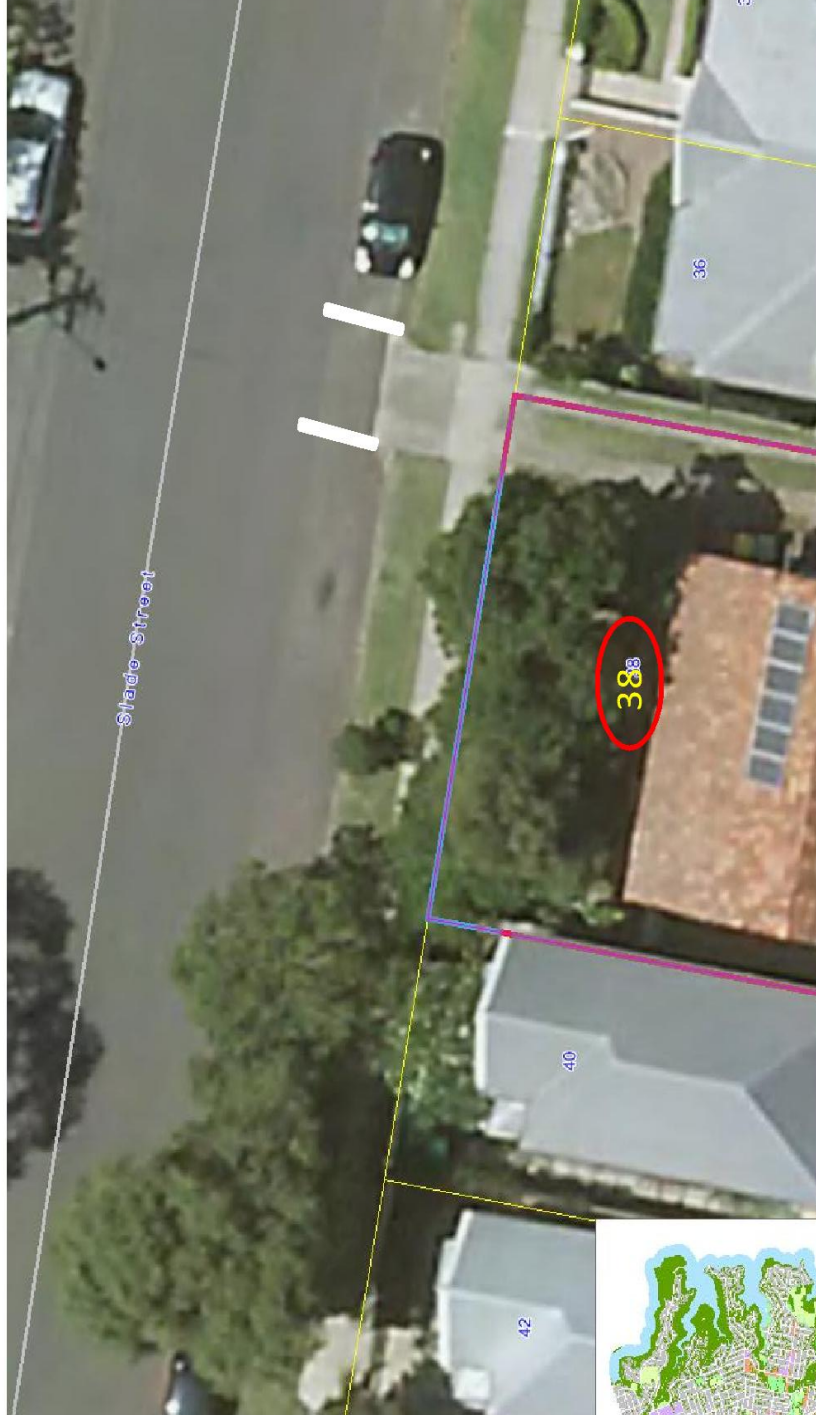
Removal & Installation of Signs on Vincent Lane, Chatswood



Note:

- 1.) Please remove existing No Stopping signpost (shown in red box) on north side of Vincent lane and No Stopping/No Parking sign (shown in blue box) on south side under the tree shown in the picture above.

Driveway White lines for 38, Slade street NAREMBURN



Note: Please provide two white lines (as shown in picture) outside driveway to 38 Slade street

Work Zone Signpost for 12 Whitton Road, Chatswood



Note: Please provide Work Zone Signposts on left side and right side of the work site.

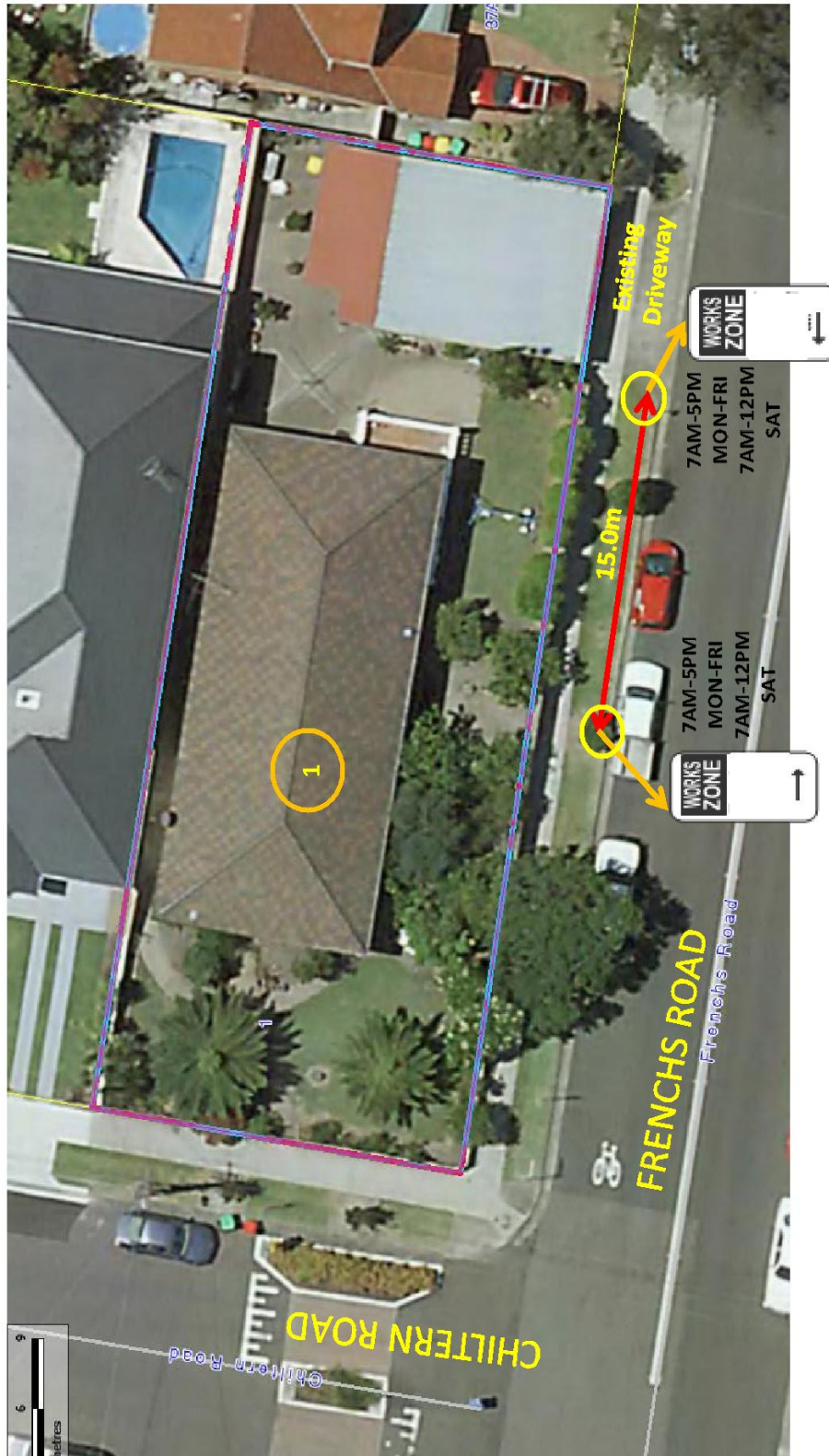
On LHS, near the property boundary with No. 14 and on RHS, next to the existing driveway

No Through Signpost @ Entrance Of Highland Ridge Road, Middlecove



Note: Please install No Through sign at the entrance of Highland Ridge Road, Middlecove

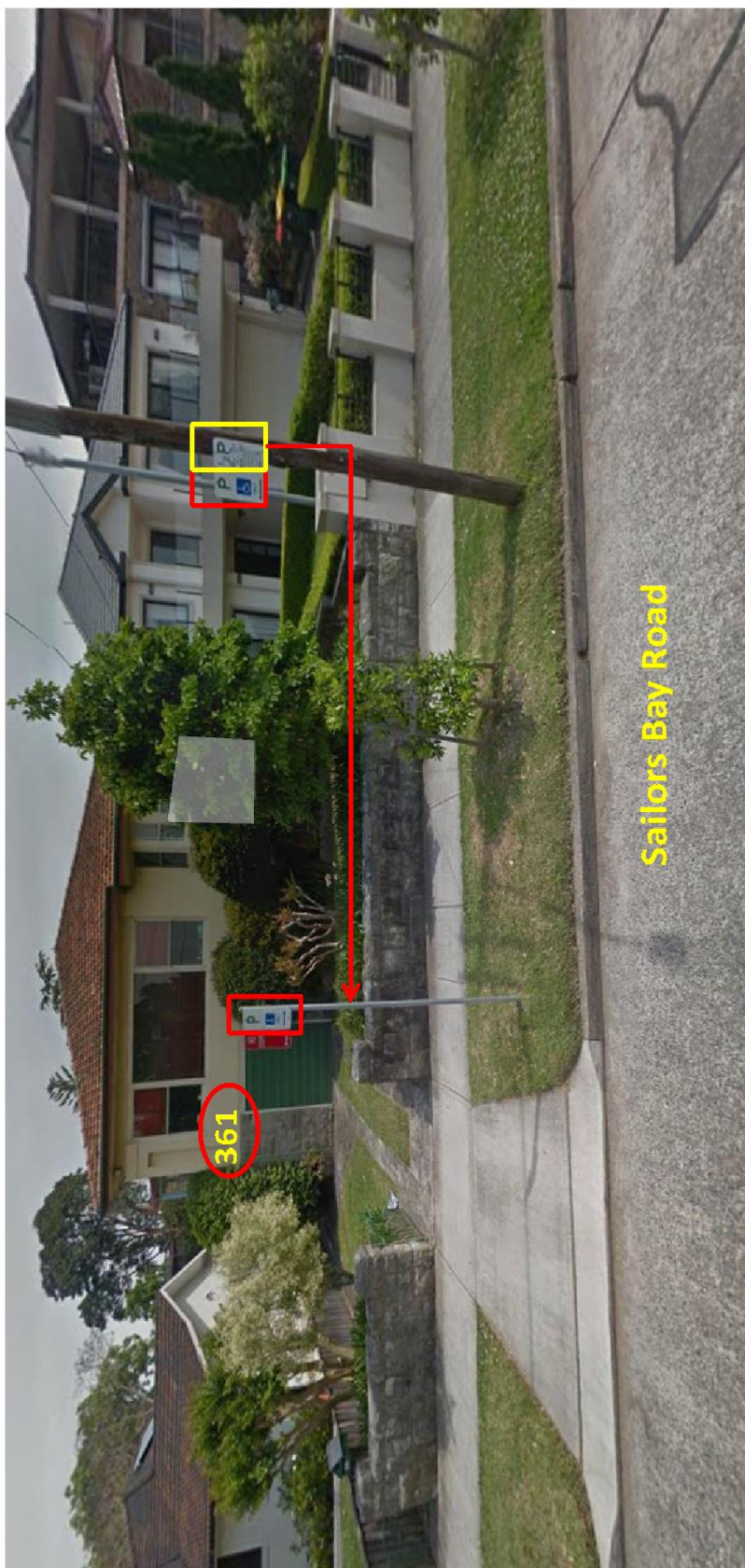
Work Zone Signpost for 1 Chiltern Road, Willoughby



Note: Please provide Work Zone Signposts on left side and right side of the work site.

Work zone is 15.0 metres in length. Starting from the RHS of the Existing Driveway on Frenchs Road

Removal of 'Disabled Parking' outside 361 Sailors Bay Rd, Northbridge



**Note: Please remove the Disabled Parking signposts (shown in red) outside 361 Sailors Bay Rd, Northbridge. Also, shift the 1/2P (shown in yellow) board next to No Stopping signpost on LHS of the driveway.
The Residents do not need a Disabled parking space anymore**

5 LATE ITEMS

6 INFORMAL ITEMS

6.1 MILLWOOD AVENUE, DELHI ROAD, LADY GAME DRIVE AND THE FAIRWAY, CHATSWOOD WEST - TRAFFIC OPERATIONS IN THE WEEKDAY MORNING PEAK PERIOD

ATTACHMENTS:	1. CORRESPONDENCE FROM HON J O'DEA MP FOR DAVIDSON
WARD:	WEST WARD
AUTHOR:	GORDON FARRELLY – SENIOR TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

A submission has been received from the Hon Jonathon O'Dea Member for Davidson following a submission from Mr Steven Brown 14 Bradfield Road, Lindfield concerning the intersection of Millwood Road, Delhi Road, The Fairway and Lady Game Drive.

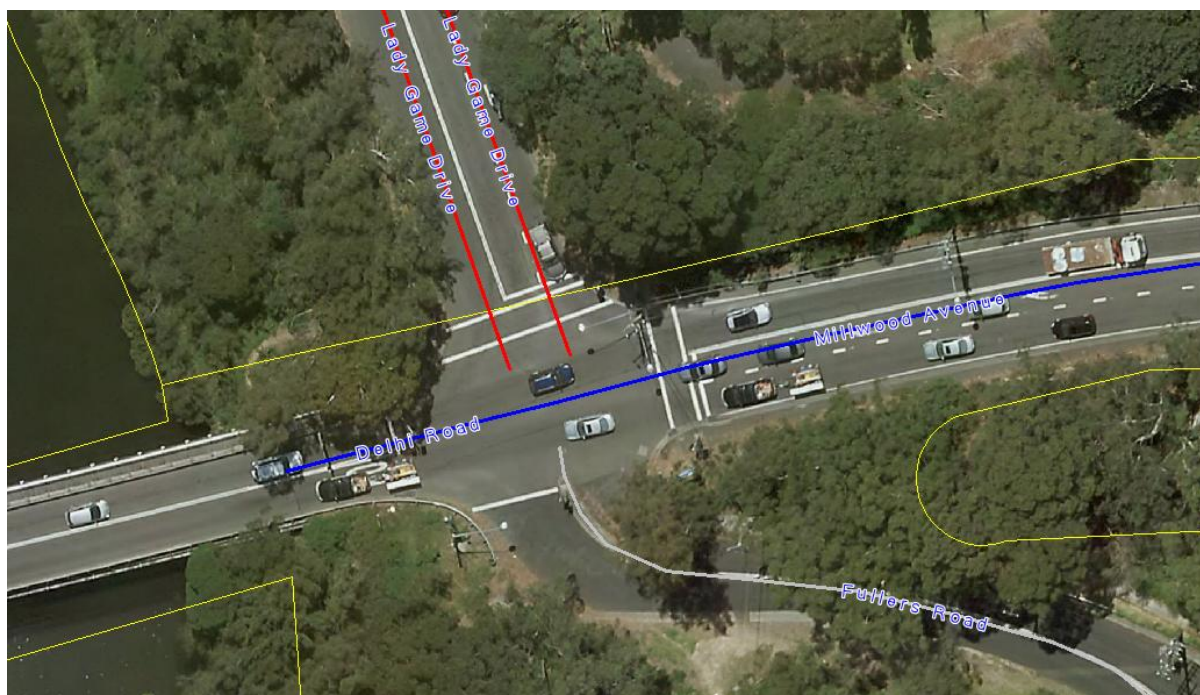


Figure 1: Locality Plan

Mr Brown is concerned with the delays experienced when travelling southbound in Lady Game Drive to enter Millwood Road or Delhi Road. Mr Brown considers the delay is caused by 'rat running' traffic using Fullers Road and The Fairway.

A copy of the submission is provided in ATTACHMENT 1.

DISCUSSION:

The intersection of Lady Game Drive, Millwood Road, Delhi Road and The Fairway is managed by traffic control signals. The management and operation of traffic control signals in NSW is a responsibility of Roads and Maritime Services.

Millwood Avenue and Delhi Road are both State Roads with the management and operation of State Roads a responsibility of Roads and Maritime Services. Lady Game Drive is a Regional Road and The Fairway is a local Road with the management and operation of these roads a responsibility of Willoughby City Council.

The intersection is constrained due to a number of factors including the road environment and alignment along Millwood Avenue, Delhi Road and The Fairway with steep grades and a narrow bridge 2 lane bridge (one lane in each direction) across Lane Cove River.

The issue relates to delays accessing Millwood Avenue and Delhi Road from Lady Game Drive at weekday morning peak periods at the traffic control signals which controls the time for all approaches. Access from The Fairway onto Millwood Avenue and Delhi Road is considered important by Council and there are no proposals to change the current arrangement at this stage. In addition, the control of traffic from The Fairway would be managed by the time provided by the traffic control signals.

The matter has been referred to Roads and Maritime Services for consideration.

COMMUNITY CONSULTATION:

No community consultation has been undertaken.

TRAFFIC COMMITTEE ENGAGEMENT

The Traffic Committee members provide advice on the operation of the intersection of Millwood Road, Delhi Road, The Fairway and Lady Game Drive, Chatswood West and issues of concern raised by the resident.

OFFICER'S RECOMMENDATION

That the information is received and advice from the traffic committee be noted.



24 July 2017

The General Manager
Willoughby City Council
Mrs Debra Just
PO Box 57
CHATSWOOD 2057

Dear Mrs Just, *Debra*

I received the attached letter from a constituent, Mr Stephen Brown, about traffic issues at the intersection of Lady Game Drive, Delhi Road - Millwood Avenue and The Fairway, at Chatswood/Lindfield.

Mr Brown has suggested changes to the traffic light sequence may address the problem.

I would appreciate this issue being placed on the agenda of the next Willoughby City Council Traffic Committee meeting, especially as it will likely become a more significant problem when the new Lindfield Learning Village opens on the old UTS site in 2019.

I look forward to a response in due course.

Yours sincerely,

Jonathan O'Dea
Member for Davidson

27 JUL '17 9:37

SI/JOD

Encl. Letter from Mr Stephen Brown
CC. Mr Stephen Brown

Received
11 JUL 2017
DAVIDSON

Stephen Brown
14 Bradfield Rd
Lindfield 2070

20th June, 2017

Mr Jonathan O'Dea
8a, 12 Tryon Rd
Lindfield 2070

Dear Mr O'Dea,

I am writing to you as our representative about a serious local traffic issue in the hope that you could fast-track a remedy, raising the issue with whoever is responsible for this asset.

We live 50 m from Lady Game Drive in West Lindfield and like many locals we use Lady Game Drive (LGD) to get to Millwood Ave/Delhi Rd and then Chatswood, or the LCT and North Ryde. In the morning the traffic backs up to Grosvenor Rd and at times up to Highfield Rd. We have no choice but to use LGD. But recently it has become dysfunctional and it is an incredible waste of traffic infrastructure. It would be easy to fix.

At the LGD intersection on Delhi Rd, we watched five cycles this morning. LGD drains only 4-5 cars into Delhi Rd per cycle, and while traffic is better up Millwood Ave, it is also limited by the cars queuing to turn west into Delhi Rd. LGD is crippled by the recent surge in use of Fullers Rd/The Fairway as a "rat-run" parallel to Millwood Ave, heading west. In effect, west bound traffic along Millwood and then on the alternate light, on The Fairway, chokes traffic out of LGD.

The Fairway is a small local road but effectively cripples LGD. One could imagine the residents in Fuller's Rd are also not happy with this fast "rat-run" traffic, in what is a quiet residential street.

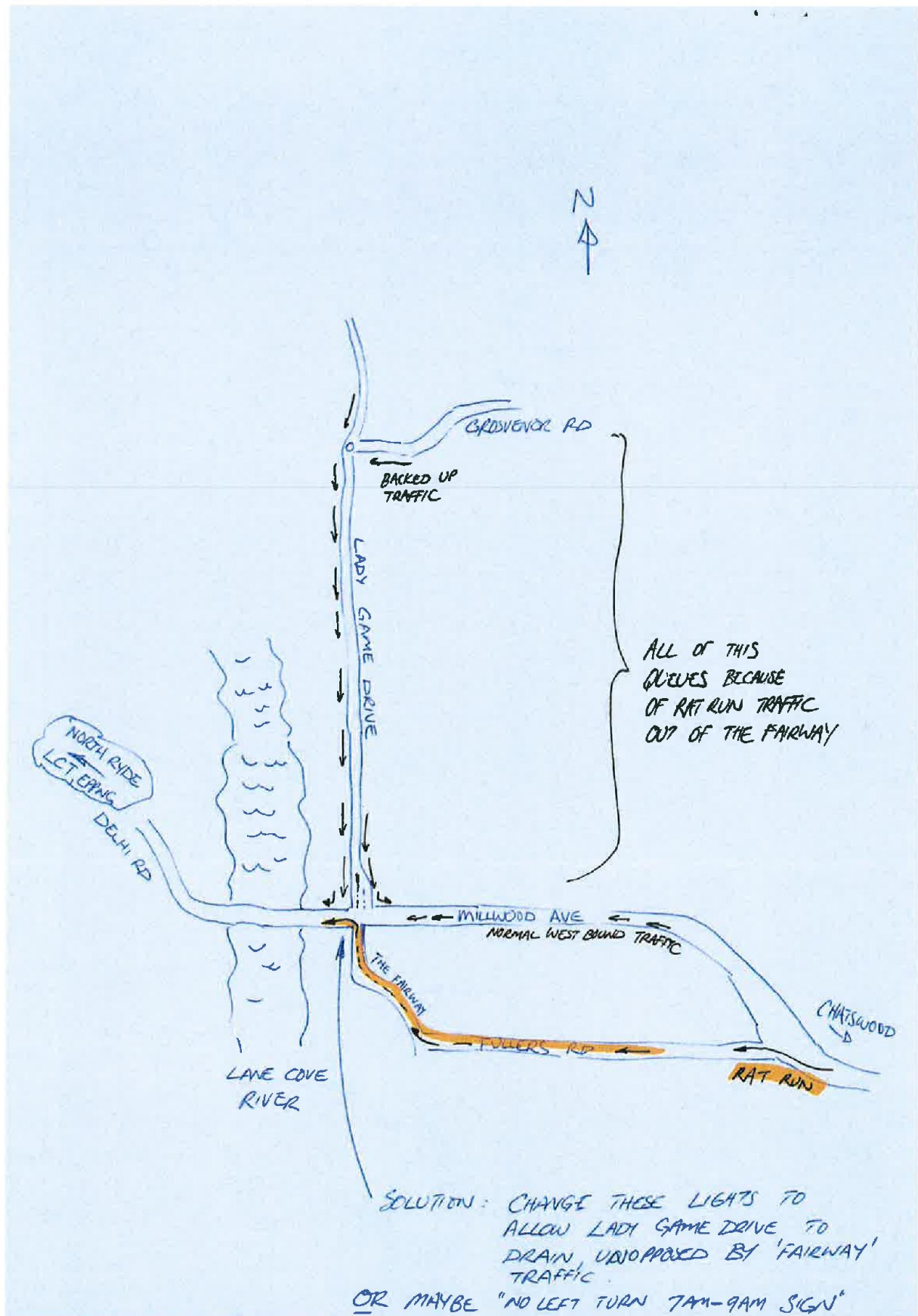
The solution would be to change the traffic lights at that LGD/Delhi/Millwood/The Fairway intersection to make The Fairway a minor road that is uneconomic for "rats" to run. I would suggest that The Fairway and Lady Game Drive be treated unequally, so that LGD gets a green light without opposing traffic coming out of The Fairway. This would allow LGD to drain freely and quickly to the east to Chatswood and west to North Ryde. Then a shorter green light on The Fairway would allow local traffic to drain into Millwood and Delhi Rds.

I hope this issue is of interest to you (it interests everyone in LGD, every morning) and that you can interest the RMS or council to fairly quickly fix what is a traffic disaster. Maybe the best idea is to get down there one morning about 8:15 and see for yourself.

Yours sincerely

S.R. Brown

P.T.O.



6.2 CORRIDOR LINKING WILLOUGHBY LGA WITH NORTHERN BEACHES LGA - ROAD NETWORK PLANNING AND BEACHES LINK

WARD:	WEST WARD
AUTHOR:	GORDON FARRELLY – TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

A submission has been received from Councillor Saville following a submission from Mr Jim McCredie concerning the road planning along the road corridor linking Willoughby LGA with Northern Beaches Council.



Figure 1: Locality Plan

Mr McCredie has provided the following comments regarding the road network planning and Beaches Link project design:

- Freeways proposed at various times in the last 100 years:
- A38 (not A30a) is the current route from the beaches over Roseville bridge, Boundary St., Pacific Hwy., Fullers Rd., Millwood Ave., and Delhi Rd..
- Ring Road 1 and the F1 Freeway were meant to use the Bridge from Seaforth Pickering Point, to Castlecrag.

- The New bridges at The Spit and Roseville were secondary routes, NOT intended to carry the man peak hour traffic to the City. Building the main part of these routes was on the surface, because it was then much cheaper than a tunnel, by an order of magnitude! The first Cabinet meeting of the Wran government cancelled the whole plan, and abandoned construction already under way on the Bridge at Castlecrag.
- While building a tunnel is feasible, it will be far too costly, and community opposition to high tolls will make it financially risky.
- The companies that built the Lane Cove Tunnel and the. Airport rail tunnel went broke. An important point.
- Road tunnels have too many lanes to be built with tunnel boring machines but will use Road Headers.
- I read there are 17 Road headers building
- NorthConnex. The proposed tolls, increasing rapidly for years after opening, will indicate if the fashion for tunnels persists.
- The appropriateness of naming a road an A grade road is questioned.

DISCUSSION:

The comments provided by Mr McCredie are noted and it is understand that his concerns are road planning including new tunnels.

Transport for New South Wales and Roads and Maritimes Services are responsible for road network planning for the State Road network in Sydney. Roads and Maritimes Services would also be responsible for the type of construction of the new road, that is, motorway, arterial road (in tunnel, viaduct and at grade).

The route and new project Mr McCredie is referring to seems to be the NSW Government's proposed new Beaches Link motorway project.

The issues raised are considered a matter for Roads and Maritime Services for consideration.

COMMUNITY CONSULTATION:

No community consultation has been undertaken.

TRAFFIC COMMITTEE ENGAGEMENT

The Traffic Committee members provide advice on the issues of concern and comments provided by Mr McCredie relating to road planning along the road corridor linking Willoughby LGA with Northern Beaches Council the resident.

OFFICER'S RECOMMENDATION

That the information is received and advice from the traffic committee be noted.

6.3 HERBERT STREET, ST LEONARDS - PEDESTRIAN TRAFFIC CONTROL SIGNALS FUNDING REQUEST IN 2017/18 SAFER ROAD AND ACTIVE TRANSPORT PROGRAM

WARD:	NAREMBURN WARD
AUTHOR:	DANIEL SUI - SENIOR TRANSPORT ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

The Local Traffic Committee at the April 2017 (item 5.2) recommended Council forward a report and submission for funding to the Roads and Maritime Services (RMS) to undertake detailed design and construction of a proposed new mid-block traffic signal controlled pedestrian crossing in Herbert Street, just south of Eileen Street, St Leonards. The proposed new traffic signal controlled pedestrian crossing would replace an existing wombat crossing.

RMS have advised that the funding request to undertake detailed design and construction of the mid-block signalised pedestrian crossing was unsuccessful for 2017/18 Safer Road program and Active Transport programs.

Council will continue to monitor pedestrian and traffic flow to assess the need for infrastructure improvements to optimise road network capacity and performance at this location.

Council will consider submitting a submission to RMS to fund traffic control signals in the 2018/ 2019 Safer Road program and Active Transport program.

OFFICER'S RECOMMENDATION

That the information be received and noted.

7 GENERAL BUSINESS

7.1 MILLWOOD AVENUE, FULLERS ROAD TO LADY GAME DRIVE CHATSWOOD WEST - ROADWORKS IN AUGUST 2017

ATTACHMENTS:	1. TRAFFIC MANAGEMENT PLAN
WARD:	WEST WARD
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

Downer undertook road pavement works in Millwood Avenue, Fullers Road to Lady Game Drive, Chatswood West on behalf of Roads and Maritime Services. Traffic management changes were implemented in Millwood Avenue, Fullers Road and The Fairway to support the detour of general traffic only into Fullers Road and The Fairway.

Millwood Avenue, Fullers Road to Lady Game Drive is a State Road under the care and control of Roads and Maritime Services. Fullers Road and The Fairway between Lady Game Drive and Millwood Avenue are local roads under the care and control of Willoughby City Council.

The location of Millwood Avenue, Fullers Road and The Fairway, Chatswood West is provided below.



Figure 1: Locality Plan.

DISCUSSION

Council's traffic team and Downer collaborated to develop a traffic management plan to minimise the impact on the local community. Downer undertook a closure of Millwood Avenue for westbound traffic only for general traffic (motor cars, also typically referred to as light vehicles) only other than residents and their visitors during the permitted work period. Westbound heavy vehicles and buses will be permitted to continue to travel along Millwood Avenue. There is no change to the eastbound traffic flow in Millwood Avenue.

The work was undertaken during 7 – 10 August and 13 – 16 August 2017 (although these dates are subject to change).

A copy of the latest traffic management plan is attached for your information.

COMMUNITY CONSULTATION

Downer developed a community engagement plan with community notification undertaken prior to the start of the work:

- Resident notification letters will be distributed 7 days before start of works
- Resident notification letter will also be sent to Willoughby Council via email@Willoughby.nsw.gov.au
- VMS boards will be setup 2 weeks prior to start of works

TRAFFIC COMMITTEE ENGAGEMENT

The Traffic Committee members note that the traffic management plan including temporary closure of Millwood Avenue between Fullers Road to Lady Game Drive, Chatswood West for westbound traffic only for general traffic was approved by Willoughby City Council.

OFFICER'S RECOMMENDATION

That the information is received and advice from the traffic committee be noted.



Traffic Management Plan

Millwood Ave, Chatswood
Version 2

Millwood Ave, Chatswood (Fullers Rd - Lade Game Dr)

Contract Number: 17020676

Document Preparation and Control	Document Review
Mark Soudakov – Pavements Engineer	Steve Woolf – Traffic Control Manager
Document Approval	Signature
Heather Holmes – Network Manager	

Project Document Version	Date
2	20/07/2017

Document Version History			
Version No.	Date	Document Status	Brief Description of Change(s) from Previous Version
1	14/07/2017	Draft	N/A
2	20/07/2017	Under Review	Council's comments added. VMS plan amended. TCPs added



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1 PURPOSE

Millwood Avenue, Chatswood is presently maintained by Downer, on behalf of Roads and Maritime Services (RMS), under the North-East Sydney Performance Specific Maintenance Contract (PSMC).

The current pavement surface is nearing its planned service life and requires imminent renewal.

Millwood Avenue is characteristically a single carriageway formation with 1 travel lanes in each direction. Millwood Avenue provides direct access to properties and connects to Delhi Road, Fullers Road and Pacific Highway, Chatswood.

Unfortunately, Millwood Avenue cannot be resurfaced under full traffic without substantially breaching legislated road worker safety standards due to having 1 travel lane in each direction.

As a result, the safe and effective resurfacing of this critical length of road needs to be conducted under stop/slow traffic control setup with detour of westbound light vehicle traffic to neighbouring Fullers Road, which is a council maintained road under the jurisdiction of Willoughby Council.

2 SCOPE OF THIS PLAN

Downer will be undertaking road works for 9 night shifts to repair a section of Millwood Ave, Chatswood (from Fullers Rd to Lady Game Dr). Of the 9 shifts 8 are required for asphalt works under Downer's proposed detour, the other remaining shift is required for linemarking and loop installation and will be conducted under stop slow arrangements. The working hours will be from 10pm and 5am. Start time may vary pending issue of Road Occupancy Licences (ROLs) from the Transport Management Centre (TMC). Please note the resident notification letter in Appendix B states 8pm until 5pm which allows for traffic control set-up, mobilisation etc. 10 pm is anticipated start times issued by TMC for a stop/slow set-up.

We will need to close a section of Millwood Ave in the Westbound direction for light vehicles only from Fullers Rd to Lady Game Dr, in order to complete the works safely and to minimise traffic congestion on the night. We plan to complete the works under a stop/ slow traffic control setup (heavy vehicles/ buses guided through the job site).

We require a detour through Fullers Rd (council road) each night for light vehicles only travelling in the Westbound direction (refer to Appendix D).

2.1 Detour through Fullers Rd

Downer will be implementing a detour for Westbound light vehicles only. Trucks, buses, and emergency vehicles will be allowed to travel through the work site on Millwood Ave. Eastbound traffic will be permitted to travel through Millwood Ave under a stop/ slow traffic control setup. Refer to Appendix E for Traffic Control Plans with detour route.

Queuing will be monitored as require under conditions og the ROL's to be issued by TMC. 3 traffic controllers will be manning the intersection of Millwood Avenue and Lady Game Drive. Any traffic build-up on Fullers Road and The Fairway will be addressed by stopping traffic at the signalised lights and allowing vehicles on Fullers Road and The Fairway through.

2 VMS boards will be positioned before the job site in the Eastbound and Westbound directions, which will notify motorists of upcoming night works including detour that will be in place, and updates of work dates. Refer to Appendix C for VMS plan and messages schedule.

An additional VMS board will be located prior to the detour route advising detour for light vehicles only. In addition, traffic controllers at the start of the detour will communicate directly with the drivers of heavy vehicles, buses and emergency vehicles to direct them through the works site.



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The traffic flow data in the Westbound direction was provided by the RMS through SCAT detectors at the intersection of Fullers Rd and Greville St. This data was assessed and the typical traffic volumes through Fullers Rd are as follows for each night between the working hours of 10pm and 5am.

Please also refer to Appendix G for full traffic flow data every hour.

Sunday night – 1,027

Monday night – 725

Tues night – 795

Wed night – 846

Thur night – 867

2.2 Protection of workers from traffic

Prior to start of works each night, a pre-start meeting will be conducted on-site for all workers to outline the site-specific safety hazards for the job and controls that have been implemented to reduce the risk rating of the hazards.

Traffic control setup will also be discussed including identification and understanding of the work areas, no-go zone and exclusions zones. The work areas will be separated from traffic with the use of RMS approved orange safety cones.

2.3 Access to properties for local residents

The work area from Fullers Rd to Lady Game Dr will be restricted for Westbound traffic. Local residents will only be able to access Millwood Ave passed Fullers Rd. Eastbound traffic will be permitted to travel through the job site under a stop/slow traffic control arrangement.

'RESIDENTS ONLY' traffic signs will be implemented to advise motorists travelling in the Westbound direction about restricted access through Millwood Ave. A traffic controller will be assigned at the start of the closure (near Fullers Rd) to advise and provide access to residents through the site to access their property. Traffic controller will be in contact with other traffic controllers within the closure to guide these motorists to their property.

2.4 Access to pedestrians

Pedestrians will be permitted to use the existing footpath along Millwood Ave as per normal.

2.5 Access to cyclists

Cyclists will be required to obey the road rules and traffic controller direction through Millwood Ave. A stop/slow traffic control setup will be used each night, and cyclists travelling in the Westbound direction will be required to use the detour through Fullers Rd, and cyclists travelling in the Eastbound direction can travel through Millwood Ave as per normal.

2.6 Provision of traffic controllers

Downer will provide RMS accredited traffic controllers to work on a RMS road in accordance with the Traffic Control at Work Sites Manual. All traffic controllers used by Downer have completed RMS accredited Traffic Controller training



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2.7 Noise

Downer will aim to complete all noisier work activities before 11pm each night shift. As part of our community consultation process, we have prepared and will be distributing resident notification letters to all residents within a 100m radius of the work area, as well as all residents along Fullers Rd in which there will be a detour of Westbound traffic from Millwood Ave. This letter is reviewed by RMS prior to distribution.

Refer to Appendix B for the resident notification letter and letter distribution zone.

3 MANAGEMENT OF TMP

Downer will provide the necessary people, materials, resources and systems required to properly perform the services and tasks including traffic management.

All personnel inducted by Downer are required to be competent, experienced and qualified to carry out works in accordance with WH&S legislations and Downer's Zero Harm Policy.

3.1 TMP Implementation

Traffic Management Plan for this site will be in accordance with RMS and TMC approved plans only. All TCP alterations must be made by a suitably qualified Traffic Controller and reviewed by the Downer Traffic Manager for approval before implementation.

4 TRAFFIC CONTROL PLANS

Downer will implement approved Traffic Control measures for any Services which disrupt free traffic movement. These measures will include Traffic Control Plans ("TCP") and Vehicle Movement Plans as required and will encompass vehicle movement and pedestrian movement for both construction resources and the general public. Any property accesses affected by the construction activities will also be identified on the TCPs. Refer to Appendix E for Traffic Control Plans and Appendix F for Vehicle Movement Plans.

To this end:

4.1 Emergency Response

Downer will provide traffic control with qualified traffic controllers for emergencies such as accidents and spillages on the maintained network. Traffic management for these events will not require a hold point release to be submitted to the RMS.

Downer will use an appropriate standard plan, adjusting it as needed to suit the site conditions.

For all other planned and scheduled maintenance and other works under the contract Downer will prepare Traffic Control Plans as follows:

4.2 For Services which are accommodated by Standard TCPs:

Downer's standard TCPs have been extracted from the Appendix D of the RMS's Traffic Control at Worksites Manual (Version 3.1 of April 2006), examined for suitability and approved an individual who holds the "Traffic Control Worksite Planning" qualification (i.e. holds a current "Red" ticket).

Downer will not begin any Services which will involve any obstruction to traffic until these TCP's have been approved by the TMC by granting an ROL license.

A hold point release form will be submitted in accordance with Clauses 1.3 and 1.4 of G10.



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Hold Point	
Process Held:	Services which would involve any obstruction to traffic.
Submission Details:	TCP as described above
Release of Hold Point:	TMC approval of Downer's standard TCP's.

4.3 For Services requiring a Non-Standard TCP:

Non-Standard TCPs will be signed off by a person who has qualified in the RMS "Design and Audit Traffic Control Plans" course (i.e. holds a current "Orange" ticket) and is experienced in the design and implementation of traffic management plans.

Work will not begin until TMC has approved the non-standard TCP.

A hold point release form will be submitted in accordance with Clauses 1.3 and 1.4 of G10.

Council Hold Point	
Process Held:	Services requiring a non-standard TCP.
Submission Details:	Non-standard TCP as described above
Release of Hold Point:	TMC approval of Downer's standard TCP's.

5 RESPONSIBILITIES

The roles and responsibilities of Downer personnel with respect to traffic management are:

Network Manager (Heather Holmes)

The Contract Manager is responsible for ensuring traffic management:

- Is properly planned, organised, directed and controlled
- Is properly resourced with personnel, equipment, facilities and systems
- Meets the requirements of the PSMC contract including RMS Specification G10 and G11
- Complies with all other legislation and
- Community Relations including addressing complaints
- Contacts RMS and PSMC Contracts Manger in the event of late finishing road works

Project Manager (Mark Soudakov)

The Project Manager is responsible for ensuring:

- The selection of any Traffic Control subcontractors,
- Ensuring that processes and control systems needed are established, implemented and maintained,
- Liaison with regulatory agencies regarding requirements for approvals, licences, permits and authorities,
- Arranging and approving training,
- Ensuring that the requirements of all the plans are properly implemented,
- Reviewing the continuing suitability, adequacy, and effectiveness, of all the plans and
- Community Relations including addressing complaints.
- The project is achieving its objectives
- Reinstatement of TMU sites
- Contacts PSMC Contracts Manger in the event of late finishing road works



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Site Manager (Guy Phillips)

The Site Manager is responsible for ensuring:

- Adequate delineation for night/wet conditions,
- Access ways to be kept clear for emergency vehicles and over-dimensional vehicles
- Temporary delineation, barriers and signs until permanent measures are completed. All temporary measures will be maintained in an effective condition while in use and removed when permanent devices are complete including the removal of temporary raised pavement markers and temporary line marking.
- Ensuring that the entry of Emergency Vehicles into site is communicated throughout the team
- Ensuring work schedule time flow is reviewed and adjusted in accordance with the times approved within the ROL
- Ensuring timely mobilisation of emergency tow vehicles in the event of vehicle break downs that may impede traffic flow on the designated detour routes
- Contacts Downer Project Manager and RMS Surveillance officer in the event of late finishing road works

Traffic Manager (Steve Woolf)

The Traffic Manager is responsible for ensuring:

- Is qualified in the RMS "Design and Audit Traffic Control Plans" course is experienced in the design and implementation of traffic management plans,
- Diversions, side tracks and/or detours as required,
- Temporary warning signs,
- Signs and devices,
- Temporary speed zones as required (and approved),
- Vehicle Movement Plans (including specified locations for on-site parking, and consideration of pedestrian movement for workers, the public including children and disabled persons, bicycles, buses and light rail where applicable).
- Set up diversions when required in consultation with relevant stakeholder's when necessary,
- Possible impact on main arterial roads,
- Traffic impact for work near traffic lights,
- Road Occupancy License applications and & *Directions to Restrict* applications 10 working days before the Services are due to begin,
- Allocation of all resources required for the implementation of all the plans,
- Ensuring that control measures are maintained and that work-in-progress is inspected,
- Identifying training needs and arranging for employees and subcontractors to attend the training,
- Ensuring subcontractors/suppliers have suitable qualifications and experience and
- Carrying out and recording weekly inspections and verifications to demonstrate compliance of the Services.



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Traffic Control Ganger (Elite Traffic Control)

The Traffic Control Ganger is responsible for ensuring:

- TCP is approved,
- Position cones and early warning signs when required,
- Sign sizes that are appropriate for the conditions,
- Portable traffic signs if required,
- Flashing traffic signs if required,
- Place signs with regard to: Sight distance, motorists approaching at high speed, queue lengths, visibility, shade and light glare,
- Ensuring only undamaged or non-defective signs are used and
- Ensuring consideration of the needs of:
 - Pedestrians (including those who are disabled),
 - Cyclists,
 - Business and property owners and
 - School crossings and bus routes
- Ensure timely removal of signage to reopen to traffic

6 TRAFFIC CONTROLLERS

Downer will ensure any subcontractor undertaking traffic control is registered under the RMS's Registration Scheme Category G "Traffic Control".

All traffic controllers used by Downer have completed RMS accredited Traffic Controller training.

A list of their names, ticket numbers and ticket expiry dates is at Appendix A.

Traffic Controllers will carry their tickets with them.

Traffic Controllers will wear high-visibility outer garments nominated fluorescent safety vests complying with AS/NZS 4602, clearly bearing the words "Authorised Traffic Controller".

7 PLANT AND EQUIPMENT

All vehicles used in traffic control operations will be equipped with the appropriate vehicle mounted warning devices in accordance with the RMS Traffic Control at Work Sites Manual.



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8 TIME MANAGEMENT

With all works there is the potential of running late.

The key elements of mitigation will be to:

- provide contingency into shift planning
- monitor progress against shift plans and adjust targets during shift to minimise risk
- implement Downer's late finish road works protocol at the earliest opportunity giving relevant parties notice of potential late finishes (refer to Appendix H)
- minimise or mitigate all risks to delivery output
- locate sufficient parking area for equipment off main carriage way to ensure timely mainline opening to traffic

9 OUT-OF-WORKING HOURS CONTACTS

Title	Name	Responsibility	Contact
Downer Contract Manager	Robert Semaganda	Project Leadership	M: 0438 167 922
RMS Contracts Manager	Elizabeth Sims	Client Contract Manager	M: 0413 368 119
Downer PSMC Asset Manager	Heather Holmes	Project adviser	M: 0417 063 259
Downer PSMC Project Manager	Mark Soudakov	Project Manager	M: 0427 892 950
Downer Site Manager	Guy Philips	Site Manager	M: 0447 580 205
Downer Traffic Manager	Steve Woolf	Traffic Management Plan	M: 0414 090 455
Downer Site Supervisor	Jamie Theoharous	Site Supervision	M:0437 369 218
Downer PSMC Communication Officer	Margaret Barrett	Project communications	1300 776 069
RMS Project Manager	Logan Loganathan	Client Overseer	M: 0412 249716
Complete Line Marking	Fred Bayad	Line Marking	M: 0448 151 646



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10 REVIEWING THIS TMP

Downer will review the Traffic Management Plan to ensure it is appropriate and is being implemented effectively. Changes may arise from a change of scope, RMS audits, RMS comments or from opportunities for improvement.

The Plan will then be updated to reflect any changes which have occurred.

The revised document and the input which led to the revisions will be reviewed by Downer's Contract Manager, approved by him and then forwarded to the RMS Representative for his/her record.

The planned target dates (or frequencies) at which the TMP will be subject to formal review and the personnel who will participate in the review are identified in the table on page 1. RMS's Contract Manager will maintain records of any review.



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APPENDIX B – RESIDENT NOTIFICATION LETTER



July 2017

Night work on Millwood Avenue, Chatswood, from Sunday 30 July

The NSW Government is funding this essential maintenance work under its \$1.5 billion program to maintain and improve the 18,028 kilometre state road network.

Roads and Maritime Services will be removing and replacing large sections of asphalt and repainting road markings on Millwood Avenue between Fullers Road and Lady Game Drive.

Our maintenance work aims to prevent or minimise damage to roads from weather and wear and tear to make them safer, provide consistent driving conditions and reduce maintenance costs in the long term.

Our work schedule

We will be on site for **nine shifts** between **Sunday 30 July** and **Thursday 7 September**, weather permitting. Our work hours will be between 8pm and 5am from **Sunday** to **Thursday**.

To minimise disruption to residents and road users, we will not work more than two consecutive nights in any week.

How will the work affect you?

Our work may be noisy at times but we will do everything we can to minimise its impact, including completing the noisier tasks by 11pm.

Access to some homes and businesses may be affected during shift hours but traffic controllers will be on hand to make sure you can enter and leave as required. Access to bus stops may also be affected, but traffic controllers will direct you to temporary stopping points nearby.

Street parking along some sections of the work zone will be restricted during shift hours. Traffic controllers will be on hand to make sure vehicles are not parked in the work zone.

Traffic changes

There will be temporary traffic changes during our work hours to ensure the work zone is safe. Up to date information on the work will be displayed on electronic message boards along the road. Westbound traffic will be detoured onto Fullers Road up until Lady Game Drive.

Lane closures will be in place and may affect travel times. Please keep to speed limits and follow signs and traffic controllers' directions. For the latest traffic updates, you can call 132 701, visit livetraffic.com or download the Live Traffic NSW App.

Contact

If you have any questions, please contact our delivery partner, Downer EDI, on 1300 776 069 or communityrelations.psmc@downergroup.com.

For more information on our projects, visit rms.nsw.gov.au.

Thank you for your patience during this important work.



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1300 776 069

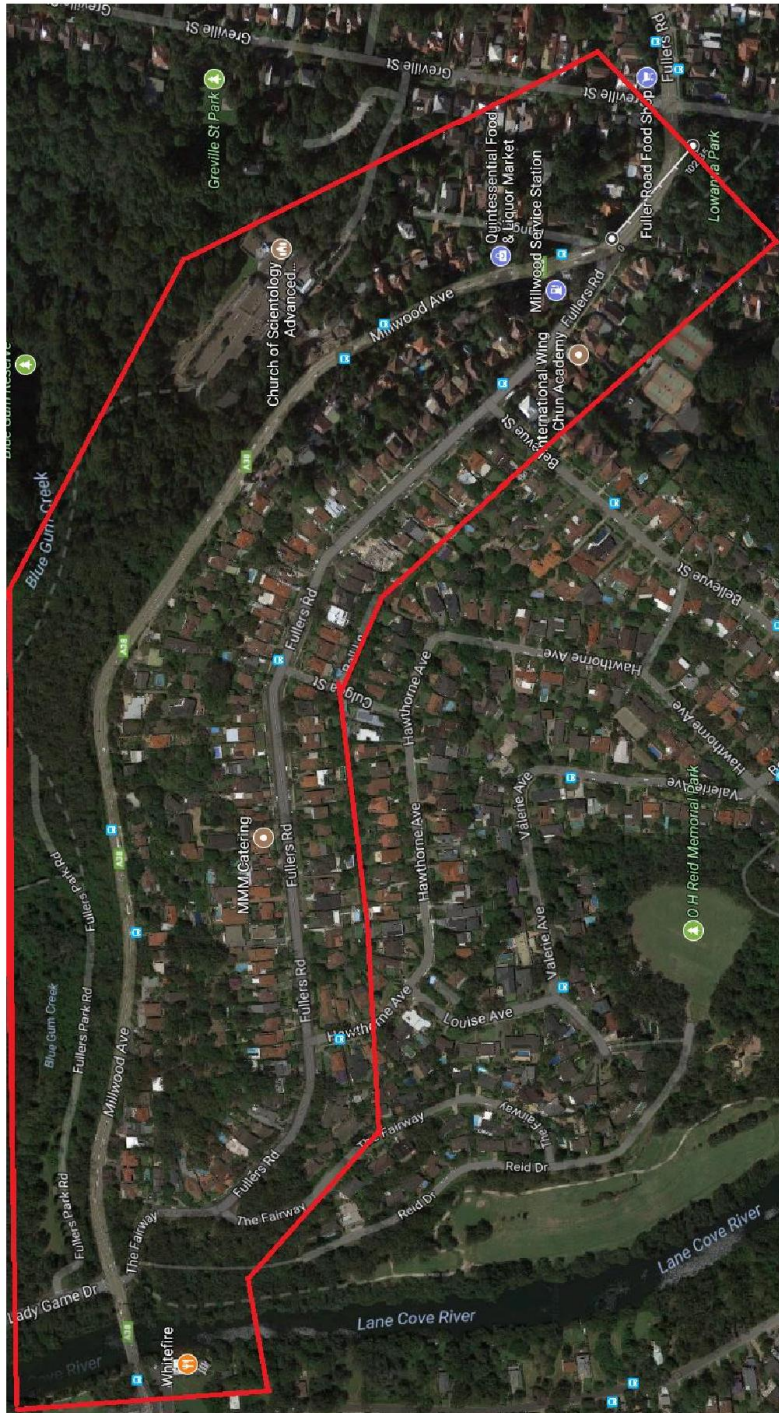
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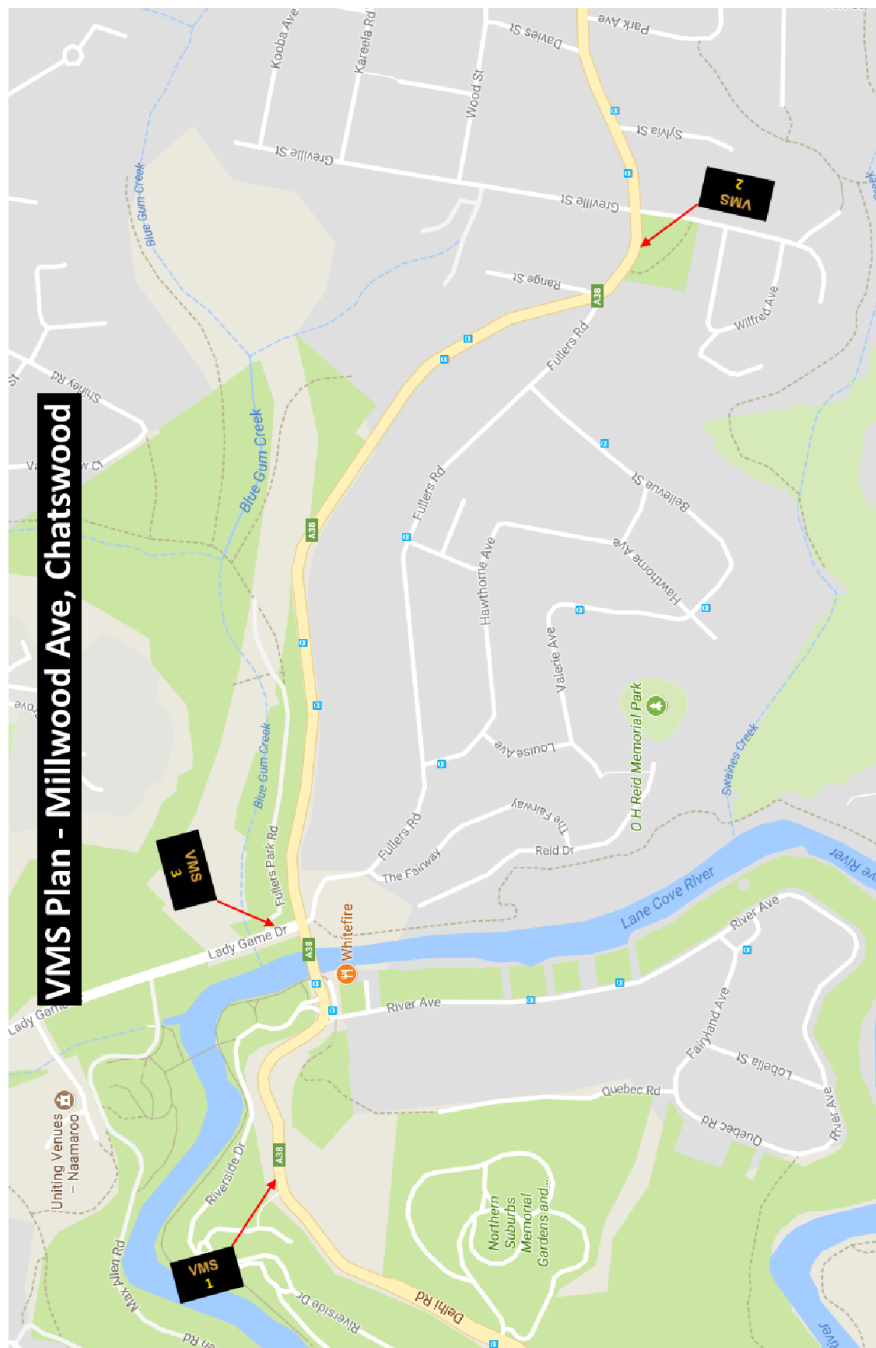
Commercial in Confidence



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APPENDIX C – VMS PLAN & MESSAGE SCHEDULE





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VMS SCHEDULE PROGRAM - Downer PSMC				VMS CHANGES: 8825 0150 AFTER HOURS: 0409 419 270 VMS EMAIL: vms.messages@coateshire.com.au		DATE SUBMITTED: 20/07/2017 DATE REVISED:			
VMS #	LOCATION	COATES HIRE ASSET NUMBER	FRAME #	PO #	25/07/2017 to 18/08/2017	18/08/2017	05:00		
1	Eastbound Millwood Ave, 300m West of Riverside Dr		FRAME1		NIGHT WORK FROM 8 AUG	off hire			
			FRAME2		10PM-5AM EXPECT DELAYS	off hire			
2	Westbound Millwood Ave, 50m West of Greville St		FRAME1		NIGHT WORK FROM 8 AUG	off hire			
			FRAME2		10PM-5AM EXPECT DELAYS	off hire			
3	Southbound Lady Game Dr, approach to Millwood Ave		FRAME1		NIGHT WORK ON MILLWOOD AVE FROM 8 AUG	off hire			
			FRAME2		10PM-5AM EXPECT DELAYS	off hire			



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APPENDIX D – HOLD POINTS

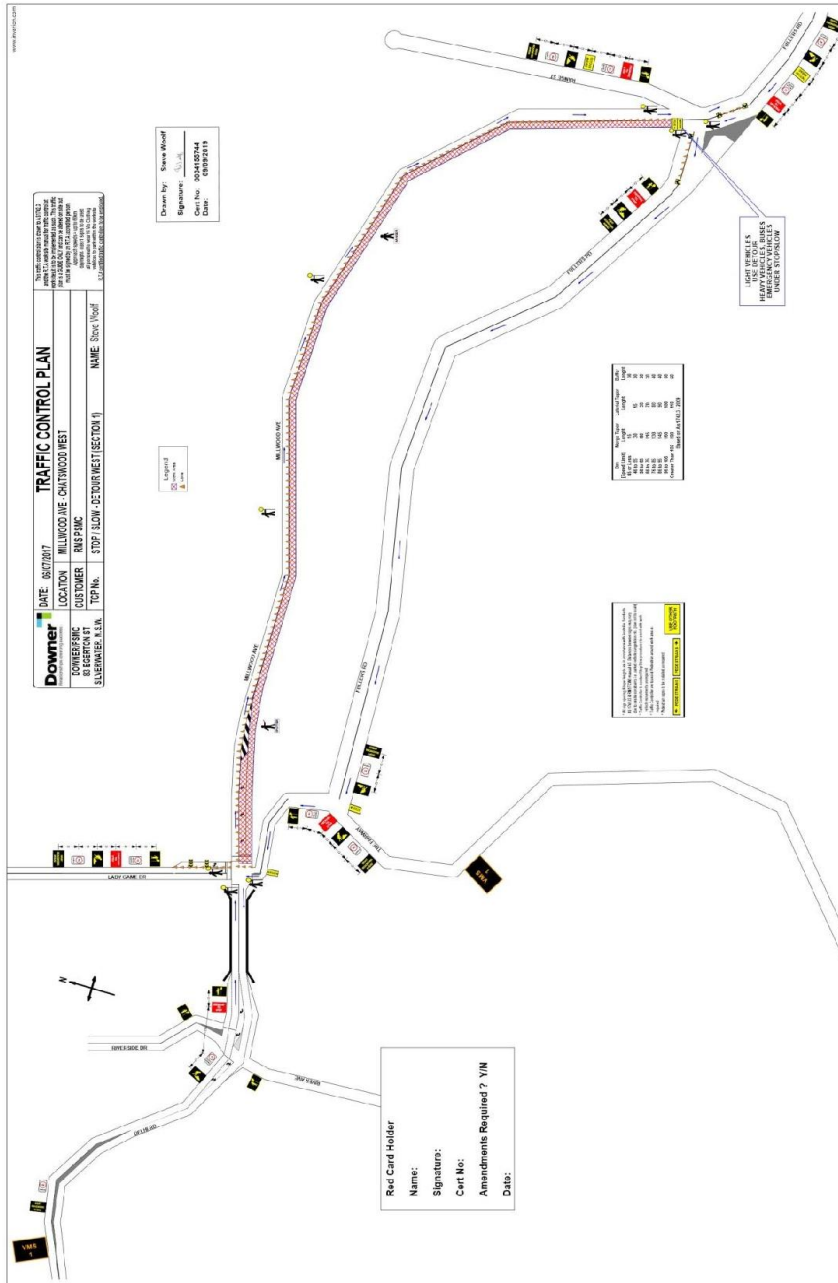
Reference RMS Doc [Clause no]	Type RMS or Council Hold	Process Held	Submission Details
M1 (4.3.2)	RMS Hold	Services which significantly disrupt traffic	Appropriate advertisement (VMS boards) 1 week before
M1 (4.3.3)	RMS Hold	Services which significantly disrupt access	Letter box drop 5 Business Days before
RTA G10 (2.6)	RMS Hold	Road Occupancy	ROL Application 10 Business Days before
This Traffic Management Plan Clause:			
Error! Reference source not found.	RMS Hold	Work near Speed Cameras, Traffic Counters etc	Inform the RMS Representative
Error! Reference source not found.	Downer Hold	Any Ordered Work	Risk Assessment and Treatment and Plans
Error! Reference source not found.	Downer Hold	Routine Work which disrupts traffic	Council's standard TCPs
Error! Reference source not found.	Downer Hold	Ordered Work which disrupts traffic	Non-standard relating to the work TCP
Error! Reference source not found.	Downer Hold	Traffic Controller's engagement as such	Subcontractor registered under Scheme G traffic Controller has current ticket



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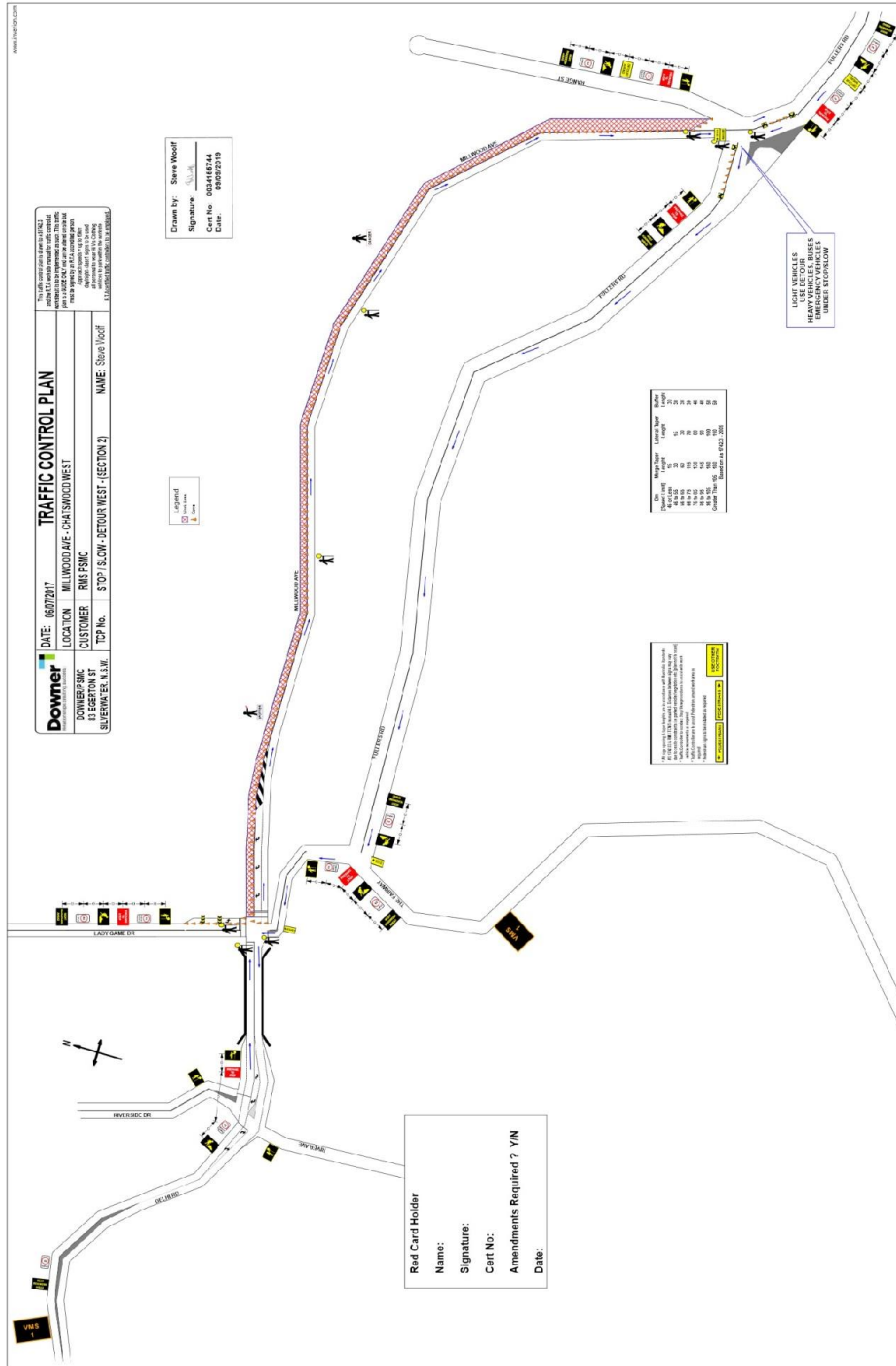
APPENDIX E – TRAFFIC CONTROL PLANS





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APPENDIX F – VEHICLE MOVEMENT PLANS



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APPENDIX G – TRAFFIC FLOW DATA

Sunday 12-Feb-17												
Approach 1,	Detectors:		1									
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00
:15	104	38	23	13	13	16	52	75	104	197	234	253
:30	103	23	11	9	15	29	55	97	119	250	270	250
:45	77	16	11	7	12	41	73	98	166	278	280	288
:60	63	24	10	14	8	45	65	96	216	253	257	268
Hourly												
Total	347	101	55	43	48	131	245	366	605	978	1041	1059
AM Total:		5019	AM	peak	1060	10:15	0					
	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
:15	286	242	244	225	187	187	166	135	112	94	79	46
:30	275	225	215	216	188	229	180	141	119	95	79	37
:45	261	267	223	208	197	205	154	126	105	89	56	26
:60	247	276	207	183	225	239	154	92	126	90	70	40
Hourly												
Total	1069	1010	889	832	797	860	654	494	462	368	284	149
PM Total:		7868	PM	peak	1069	12:00 - 13:00						
Daily Total		12887										

Monday 13-Feb-17												
Approach 1,	Detectors:		2									
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00
:15	24	12	6	9	21	68	280	308	291	250	233	223
:30	19	6	14	12	27	87	307	279	247	231	228	203
:45	23	6	8	9	38	195	265	310	269	270	235	202
:60	14	9	9	22	49	183	254	243	230	247	228	175
Hourly												
Total	80	33	37	52	135	533	1106	1140	1037	998	924	803
AM Total:		6878	AM	peak	1151	06:45	-7:45					
	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
:15	198	154	194	252	213	235	250	194	114	96	73	47
:30	202	206	248	208	260	200	211	152	97	98	54	44
:45	209	203	237	198	243	232	208	135	113	81	67	26
:60	244	188	208	194	220	260	191	114	84	91	46	31
Hourly												
Total	853	751	887	852	936	927	860	595	408	366	240	148
PM Total:		7823	PM	peak	958	16:15	-15:17					
Daily Total		14701										



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Tuesday 14-Feb-17												
Approach 1,	Detectors:											
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00
:15	25	9	8	13	26	82	283	317	277	237	259	241
:30	13	11	9	11	31	105	258	300	269	254	242	207
:45	15	7	7	12	38	153	271	270	239	233	231	217
:60	12	13	10	26	38	255	279	296	275	270	213	238
Hourly												
Total	65	40	34	62	133	595	1091	1183	1060	994	945	903
AM Total:		7105	AM	peak	1183	07:00	-08:00					
	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
:15	210	224	196	235	224	214	263	234	117	103	95	63
:30	248	187	203	218	219	200	244	199	117	88	72	56
:45	233	195	222	254	217	244	270	150	90	80	54	36
:60	197	221	214	235	234	248	231	124	93	84	51	34
Hourly												
Total	888	827	835	942	894	906	1008	707	417	355	272	189
PM Total:		8240	PM	peak	1025	17:45	-18:45					
Daily Total		15345										

Wednesday 15-Feb												
Approach 1,	Detectors:											
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00
:15	25	14	7	15	24	65	257	308	291	285	227	213
:30	24	15	11	13	29	106	259	325	271	284	242	210
:45	13	17	9	12	48	165	301	273	241	252	211	186
:60	20	9	13	19	53	225	256	287	230	253	198	252
Hourly												
Total	82	55	40	59	154	561	1073	1193	1033	1074	878	861
AM Total:		7063	AM	peak	1193	07:00	-08:00					
	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
:15	195	158	194	198	199	224	248	203	144	107	85	52
:30	213	235	217	209	212	214	230	173	132	88	79	33
:45	245	235	196	215	222	220	188	143	108	93	71	37
:60	191	208	239	253	235	250	199	122	107	95	72	27
Hourly												
Total	844	836	846	875	868	908	865	641	491	383	307	149
PM Total:		8013	PM	peak	948	17:30	-18:30					
Daily Total		15076										



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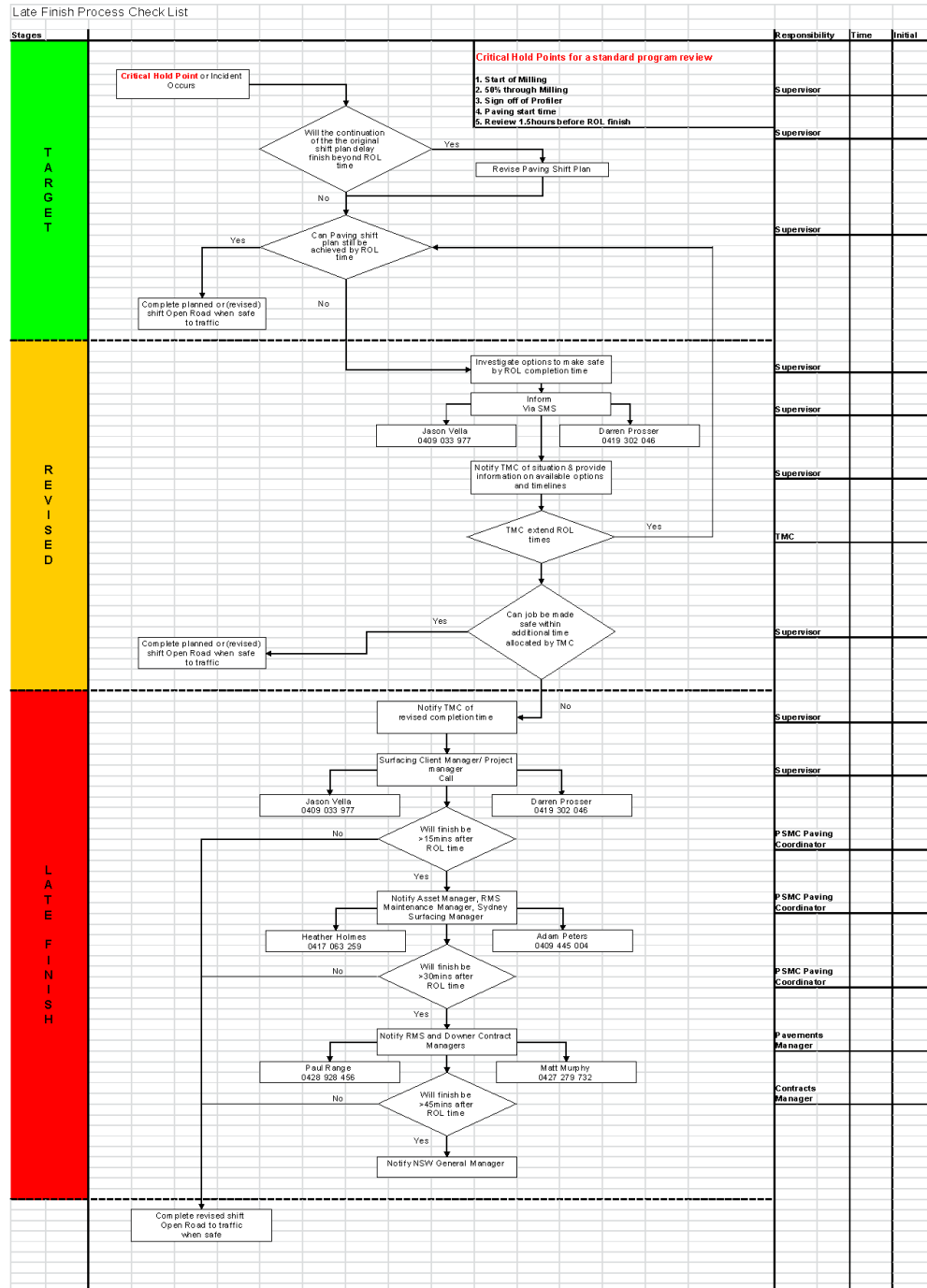
Thursday 16-Feb-17												
Approach 1,	Detectors:		2									
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00
:15	33	16	7	11	23	68	268	293	277	257	236	224
:30	16	12	10	10	33	104	278	283	253	271	229	230
:45	17	8	7	15	44	168	269	288	243	222	240	228
:60	16	9	13	24	50	229	252	270	262	246	241	230
Hourly												
Total	82	45	37	60	150	569	1067	1134	1035	996	946	912
AM Total:	7033 AM		peak		1134	07:00	-08:00					
	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
:15	234	225	201	219	221	222	236	216	133	101	92	43
:30	223	208	229	239	214	231	238	188	125	96	76	56
:45	224	214	251	240	232	232	257	171	134	87	73	45
:60	209	127	218	268	236	283	222	123	112	106	64	44
Hourly												
Total	890	774	899	966	903	968	953	698	504	390	305	188
PM Total:	8438 PM		peak		1014	17:45	-18:45					
Daily Total	15471											



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APPENDIX H – DOWNER LATE FINISH PROTOCOL



7.2 HAMPDEN LANE ARTARMON - COMMISSIONING OF SHARED PATH

WARD:	NAREMBURN WARD
AUTHOR:	DANIEL SUI - SENIOR TRANSPORT ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	16 AUGUST 2017

BACKGROUND

Hampden Lane, Artarmon was approved by Council to be a 'shared path' with a speed limit of 10 kmh to improve safety for pedestrians that use the lane.

RMS and Council met on 1 August 2017 and agreed that the shared path can be commissioned following an inspection of the local area traffic management, traffic facilities and speed zone signage.

RMS intends to publish a media release to announce the opening of the shared path.

Council will monitor pedestrian and traffic flow to assess the performance of the shared path and the need for improvements to optimise the operation of the new arrangements.

OFFICER'S RECOMMENDATION

That the information be received and noted.