



Willoughby City Council

MINUTES

**TRAFFIC COMMITTEE MEETING
NO 1/2020**

19 February 2020



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 Transport for New South Wales.

Council has been delegated certain powers, from the Transport for New South Wales, 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 Transport for New South Wales, 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 Unit.
- 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 Transport for New South Wales 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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COUNCIL DECISION ON THE MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON 19 FEBRUARY 2020.

Council at its meeting on 9 March 2020 adopted the following recommendations relating to these minutes.

That Council:

1. **Amend the relevant resolution on page 24 Item 6.1 in item 12.2 Local Traffic Committee Minutes held 19 February 2020, as follows:**

“That Council:

Approve the preferred option D and identify savings as part of the Quarterly Budget Review report to Council in April to enable the design, consultation and implementation to be completed by 30 June 2020.”

2. **Receive and adopt the balance of the recommendations arising from the Local Traffic Committee meeting of 19 February 2020.**

1 PRESENT

Voting members present:

| | |
|----------------------|--|
| Mr Zakaria Ahmad | Transport for New South Wales |
| Sgt Ryan Edwards | NSW Police |
| Mr Gordon Farrelly | Willoughby City Council |
| Mr Ken Rutherford | Local State MP for Willoughby Representative |
| Ms Zorica Kaye-Smith | Local State MP for Lane Cove Representative |

Other representatives:

| | |
|---------------------|-------------------------------|
| Mr Egwin Herbert | Sydney Buses |
| Mr Daniel Sui | Willoughby City Council |
| Ms Anoma Herath | Willoughby City Council |
| Mr Hassan Yousaf | Willoughby City Council |
| Mr Richard Goulston | Willoughby City Council |
| Mr Solon Ghosh | Transport for New South Wales |

Councillors present:

| | |
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| Clr Judith Rutherford | Councillor - Willoughby City Council |
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Members of the public:

| | |
|--------------------|--|
| Mr Charles Gowing | Willoughby Federation of Progress Associations |
| Mr David Stevenson | Multiplex |
| Mr Rhys Hazell | GTA Consultants |
| Mr Damien Stewart | Essence Project Management |

2 APOLOGIES

| | |
|------------------|---------------------------------------|
| Mr Tony Moujalli | State Transit Authority/ Sydney Buses |
| Mr Chris Binns | Willoughby City Council |
| Ms Kate Drysdale | Willoughby City Council |

| | |
|-------------------|--------------------------------------|
| Clr Hugh Erikson | Councillor - Willoughby City Council |
| Clr Wendy Norton | Councillor - Willoughby City Council |
| Clr Lynne Saville | Councillor - Willoughby City Council |

3 DISCLOSURES OF INTERESTS

Refer: Willoughby City Council Code of Conduct 2019.

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

All participants at the meeting agreed to comply with the Willoughby Council Code of Conduct.

TRAFFIC COMMITTEE RECOMMENDATION

That Council note the attendees and adopt the advice from the Local Traffic Committee.

4 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION

That the Minutes of the Ordinary Meeting of the Local Traffic Committee held 27 November 2019, copies of which have been circulated to each member of the Local Traffic Committee, be confirmed.

The Local Traffic Committee confirmed the minutes of the Ordinary Meeting of the Local Traffic Committee held 27 November 2019 with no changes.

4.1 COUNCIL ADOPTION OF THE LOCAL TRAFFIC COMMITTEE MINUTES

That the Resolution of the Ordinary Meeting of Council held 10 February 2020 provided below, be noted.

The Local Traffic Committee noted the resolution of the Ordinary Meeting of Council held 10 February 2020.

TRAFFIC COMMITTEE RECOMMENDATION

That Council note that the Local Traffic Committee:

- **Adopts the minutes of the meeting on 27 November 2020 as a true and accurate record.**
- **Notes the resolution of the Ordinary Meeting of Council held 10 February 2020.**

ORDINARY COUNCIL MEETING

10 FEBRUARY 2020

12.2 MINUTES - LOCAL TRAFFIC COMMITTEE MEETING HELD ON 27 NOVEMBER 2019

ATTACHMENTS: 1. IMPLICATIONS
2. TRAFFIC COMMITTEE MINUTES OF 27 NOVEMBER 2019

RESPONSIBLE OFFICER: GREG MCDONALD - PLANNING & INFRASTRUCTURE DIRECTOR

AUTHOR: GORDON FARRELLY – SENIOR TRAFFIC ENGINEER

CITY STRATEGY OUTCOME: 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY
2.4 – REDUCE PARKING AND TRAFFIC CONGESTION
3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS

MEETING DATE: 10 FEBRUARY 2020

PURPOSE OF REPORT

To advise Council of the outcome of the latest Traffic Committee Meeting held 27 November 2019.

RESOLUTION

That Council receive and adopt the recommendations arising from the Local Traffic Committee meeting of 27 November 2019.

MOVED COUNCILLOR ZHU

SECONDED COUNCILLOR CAMPBELL

CARRIED

Voting

For the Resolution: Councillors Giles-Gidney, Campbell, Coppock, Eriksson, Fernandez, Mustaca, Norton, Rozos, Rutherford, Saville, Wright and Zhu.

Against: Nil

Absent: Nil

5 FORMAL ITEMS FOR CONSIDERATION

5.1 CHATSWOOD CENTRAL BUSINESS DISTRICT - CHATSWOOD CHASE REDEVELOPMENT PROJECT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

ATTACHMENTS:

1. CHATSWOOD CHASE REDEVELOPMENT CONSTRUCTION TRAFFIC MANAGEMENT PLAN
2. TEMPORARY TRAFFIC AND TRANSPORT MANAGEMENT AND PARKING CHANGES IN VICTORIA AVENUE, HAVILAH STREET, MALVERN AVENUE AND ARCHER STREET.

WARD: MIDDLE HARBOUR WARD

RESPONSIBLE OFFICER: GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER

AUTHOR: HASSAN YOUSAF - TRAFFIC ENGINEER

CITY STRATEGY OUTCOME:

- 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION
- 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS

MEETING DATE: 19 FEBRUARY 2020

1. PURPOSE OF REPORT

To approve the Chatswood Chase Redevelopment Project Construction Traffic Management Plan comprising temporary traffic, transport and parking management changes in Victoria Avenue, Havilah Street, Malvern Avenue and Archer Street to facilitate construction activities over an estimated 30 month period between April 2020 and September 2022.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council approve the Chatswood Chase Redevelopment Project Construction Traffic Management Plan including the temporary pedestrian, traffic and transport management and parking management changes in Victoria Avenue, Havilah Street, Malvern Avenue and Archer Street outlined in Attachment 1.

That Council note that a Traffic and Transport Forum will be implemented to oversee the delivery of the Construction Traffic Management Plan.

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Representatives of Multiplex presented information to the Committee on the development of the Construction Traffic Management Plan, particularly the enhancements included following consultation with the Local Traffic Committee. The changes to the CTMP introduced by Multiplex are outlined in ATTACHMENT 1.

The Committee noted that the redevelopment of Chatswood Chase would lead to impacts to traffic, transport and pedestrian movement and road transport system operation in Chatswood CBD.

The Committee considered the CTMP and the supplementary initiatives outlined by Multiplex in its presentation. The Committee noted that the CTMP is comprehensive and includes management initiatives to adequately manage safety, pedestrian, bicycle, traffic and transport movement and parking throughout the duration of the construction period.

The Committee highlighted the following issues that needed careful management:

- The need to maintain safe pedestrian and heavy vehicle movement at the intersections of Victoria Avenue and Havilah Street, and Archer Street and Malvern Avenue. Both intersections were acknowledged to have high pedestrian movements throughout the day and need effective management with the anticipated increase in construction vehicles, particularly heavy vehicles, moving through each intersection.
- The need to maintain efficient bus movement along Victoria Avenue between Archer Street and Havilah Street. It is recognised that Victoria Avenue is an important east-west bus route carrying a high number of passengers to / from the Chatswood CBD. The concern related to the potential impact and reduction in bus service performance with the increase in construction vehicle movement and the operation of the work zone in Victoria Avenue.

The Committee considered that an additional initiative, the delivery of a Pedestrian and Bicycle Safety Information Plan, is necessary to enhance safety at the intersections of Victoria Avenue and Havilah Street and Archer Street and Malvern Avenue. The Pedestrian and Bicycle Safety Information Plan would also be part of the CTMP to improve safety. The aim and scope of the Pedestrian and Bicycle Safety Information Plan is included in ATTACHMENT 1.

The Committee supported the establishment of a Traffic and Transport Forum. Whilst the Terms of Reference and operational arrangements of the Traffic and Transport Forum will be agreed by all members, Multiplex and Council have agreed the following preliminary operational arrangement is appropriate:

- Multiplex will develop and administer the Traffic and Transport Forum.
- Members of the Traffic and Transport Forum are Multiplex, Council, NSW Police, Transport for New South and Sydney Buses.
- The Traffic and Transport Forum will support Multiplex in the delivery of the Construction Traffic Management Plan.
- The Traffic and Transport Forum will discuss the CTMP, Traffic Control Plan and traffic and transport operational matters to support the objectives of the CTMP and the safe and efficient operation of the road network surrounding Chatswood Chase.
- Regular meetings of the Forum will occur to support early consideration, information sharing and response to traffic and transport impacts as a result of the implementation of the CTMP.
- A meeting schedule will be agreed with members. It is proposed that meetings occur prior to the commencement of, and shortly after the implementation of, a construction stage; and on request from Forum members.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation subject to the inclusion in the CTMP of the supplementary initiatives outlined by Multiplex in its presentation and the Pedestrian and Bicycle Safety Information Plan initiative.

The updated temporary traffic, transport and parking management changes in Victoria Avenue, Havilah Street, Malvern Avenue and Archer Street capturing Multiplex and Local Traffic Committee management initiatives agreed at the meeting for delivery as part of the CTMP are provided in Attachment 1.

ATTACHMENT 1

TEMPORARY TRAFFIC AND TRANSPORT MANAGEMENT AND PARKING MANAGEMENT CHANGES IN VICTORIA AVENUE, HAVILAH STREET, MALVERN AVENUE AND ARCHER STREET – UPDATED WITH MULTIPLEX AND LOCAL TRAFFIC COMMITTEE (LTC) MANAGEMENT INITIATIVES AGREED AT THE LTC MEETING ON 19 FEBRUARY 2020.

Victoria Avenue between, and including, Archer Street and Havilah Street

| LOCATION | INITIATIVE | ESTIMATED TIME PERIOD | COMMENTS |
|------------------------------------|--|------------------------------|---|
| Victoria Avenue and Havilah Street | <p>Traffic, pedestrian and parking management in Havilah Street.</p> <p>The intersection of Victoria Avenue and Havilah Street will be monitored for a minimum period of 2 weeks following the commencement of structural demolition (scheduled for June 2020).</p> <p>A Pedestrian and Bicycle Safety Information Plan will be implemented at this intersection.</p> | April 2020 to September 2022 | <p>Support the safe turning of semi-trailers and large rigid vehicles from Victoria Avenue, westbound, into Havilah Street, northbound. Potential need to undertake street parking changes including lengthening of No Parking/ No Stopping in Havilah Street and Victoria Avenue.</p> <p>A report presented to the Traffic and Transport Forum for consideration. The report will support pedestrian safety management at this information in relation to early introduction of, or provision of additional physical pedestrian safety management and/ or traffic control measures. It is noted that the CTMP identifies the provision of safety management and traffic control measures as heavy vehicle movements increases to/ from the site.</p> <p>The Pedestrian and Bicycle Safety Information Plan will include, but is not limited to, warning signs and pavement markings on the footpath, communication with adjacent land uses including schools and distribution of brochures to users of the northern footpath along Victoria Avenue and the both footpaths of Havilah Street highlighting the construction activity, increase in construction traffic and the need to stay safe by watching out for construction vehicles and travelling in a safe manner including complying with the road rules. A campaign will be undertaken one week prior to, and to continue for one week after, the commencement of structural demolition (scheduled for June 2020).</p> |
| Victoria Avenue | Chatswood Chase car park | November 2020 | Traffic signal changes request to be made to TfNSW. |

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| and Neridah Street | ingress and egress roadway at Victoria Avenue will be reduced to one lane in each direction. | to September 2021 | Potential need to undertake street parking changes including lengthening of No Parking in Neridah Street and Victoria Avenue. |
| Victoria Avenue between Archer Street and Neridah Street | <p>Work Zones 6am to 5pm, Monday to Friday and 7am to 12pm, Saturday.</p> <p>Removal of existing Mail Zone from Victoria Avenue.</p> <p>Bus zone in Victoria Avenue in front of Victoria Plaza.</p> | February 2021 to January 2022 | <p>Relocation of the existing bus zone in Victoria Avenue approximately 50m west in front of Victoria Plaza.</p> <p>Parking will be permitted outside the times of operation of the works zone.</p> <p>6am commencement of the Work Zone is to facilitate the inbound truck movement into CBD to avoid high pedestrian activity time periods.</p> <p>First semi-trailer will arrive at the Works Zone in Victoria Avenue prior to 7 am. Semi-trailers will be guided by a pilot vehicle.</p> <p>No semi-trailers will travel to the Works Zone in Victoria Avenue between 8 am to 9.30 am and 2.30 pm to 4 pm Monday to Fridays.</p> <p>Temporary relocation of the Post Boxes to Spring Street mail zone, near Spring Place.</p> <p>Australia Post has agreed to the temporary removal of their facility.</p> <p>Removal of 9 metered parking spaces along Victoria Avenue, north side of road only.</p> <p>State Transit has agreed to the temporary relocation of the bus zone.</p> |

Malvern Avenue between, and including, Havilah Street and Archer Street

| LOCATION | INITIATIVE | ESTIMATED TIME PERIOD | COMMENTS |
|---|--|------------------------------|---|
| Malvern Avenue between Archer Street and Havilah Street | Work Zones 7am to 5pm, Monday to Friday and 7am to 12pm, Saturday. | April 2020 to September 2022 | Removal of 2 metered parking spaces along Malvern Avenue. Parking will be permitted outside the times of operation of the works zone. Council's landscaping team has agreed to the design of the temporary construction gate across Malvern Avenue. |
| | Two way construction traffic only road link between Malvern Avenue East and Malvern Avenue West to facilitate the truck movements for Chatswood Chase construction. | April 2020 to September 2022 | This location is currently a road closure dividing Malvern Avenue (currently is a cul-de-sac for east and west directions). Construction vehicle use only. Closed to all traffic outside of permitted construction hours. |
| | Roundabout and traffic management at the intersection of Malvern Avenue, Chatswood Chase customer and service vehicle ingress/ egress driveways and the new two way construction traffic only road link between Malvern Avenue East and Malvern Avenue West. | April 2020 to September 2022 | Provides improved traffic control for all road users in Malvern Avenue. |
| | Closure of access to customer car park in Malvern Avenue. | | |
| Malvern Avenue and Havilah Street | Traffic management in Malvern Street. | April 2020 to September 2022 | Support the safe turning of semi-trailers and large rigid vehicles from Havilah Street, northbound into Malvern Avenue, westbound and Malvern Avenue, eastbound into Havilah Street, southbound. |

Havilah Street between, and including, Victoria Avenue and Malvern Avenue

| LOCATION | INITIATIVE | ESTIMATED TIME PERIOD | COMMENTS |
|---|--|------------------------------|---|
| Havilah Street between Victoria Avenue and Malvern Avenue | Work Zones 7am to 5pm, Monday to Friday and 7am to 12pm, Saturday. | April 2020 to September 2022 | Removal of 14 metered parking spaces along Havilah Street. Parking will be permitted outside the times of operation of the works zone. |
| | Closure of pedestrian access to Chatswood Chase. | April 2020 to September 2022 | Pedestrian customer access to Chatswood Chase via Victoria Avenue. |

Archer Street between, and including, Malvern Avenue and Albert Avenue

| LOCATION | INITIATIVE | ESTIMATED TIME PERIOD | COMMENTS |
|---|--|----------------------------------|--|
| Archer Street between Malvern Avenue and Mills Lane | The Works Zone in Archer Street will have the following operating days/ times: <ul style="list-style-type: none"> ○ 7 am to 8 am, 9.30 am to 2.30 pm and 4 pm to 5 pm School Days; ○ 7 am to 5 pm Monday to Friday on non-School weekdays; and ○ 7 am to 12 midday Saturday. | July 2021 to April 2022 | Removal of full time No Stopping restrictions along Archer Street. No Stopping will be retained at other times. Council's landscaping team has agreed to the design and operation of the work zone in Archer Street. |
| Archer Street and Mills Lane | Restrict all traffic movement into and out of Mills Lane to left in and left out only. | | Safe measure to manage the intersection with increase in large vehicle and service vehicle movements to / from Chatswood Chase loading docks. |
| Archer Street access to Chatswood Chase | Closure of customer vehicle access to/ from Archer Street. | September 2020 to September 2022 | Construction vehicle access only permitted. |
| Archer Street and Malvern Avenue | The intersections of Archer Street and Malvern Avenue will | June 2020 | A report presented to the Traffic and Transport Forum for consideration. |

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| | <p>be monitored for a minimum period of 2 weeks following the commencement of structural demolition (scheduled for June 2020).</p> <p>A Pedestrian and Bicycle Safety Information Plan will be implemented at this intersection.</p> | | <p>The aim of the Pedestrian and Bicycle Safety Information Plan will be to highlight the construction activity, increase in construction traffic and the need to stay safe by watching out for construction vehicles and travelling in a safe manner including complying with the road rules. The Pedestrian and Bicycle Safety Plan will include, but is not limited to, static warning signs and pavement markings on the footpath, communication with adjacent land uses including schools and distribution of brochures to users of the eastern footpath along Archer Street and the both footpaths of Malvern Avenue. A campaign will be undertaken one week prior to, and to continue for one week after, the commencement of structural demolition (scheduled for June 2020).</p> |
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Note

Supplementary management initiatives to be provided in the CTMP agreed at the Local Traffic Committee Meeting on 19 February 2020 are shown in red text.

Other Measures

- All construction workers will be encouraged to make use of the available high frequency surrounding public transport services, with parking on surrounding roads not permitted. Parking surveys will be completed regularly to monitor any such impacts to on-street parking in the vicinity and any impact found will be mitigated.
- The construction activities are only allowed to be performed either from the approved Work Zones or within the site boundaries. Multiplex will apply for the Road Occupancy permit for any full/half road closures separately if they are required at any stage i.e. for installation or removal of tower cranes and will be subject to council's approval of permit.
- Class A and B hoardings will be installed along the site perimeter at all location to adequately separate the work area from the existing footpaths or adjacent roads.
- Multiplex has agreed that there will be no impact on the scheduled community events. The event traffic management plan will take precedence over this CTMP if any conflict occurs.

Notes

- Major initiatives are provided only.
- Additional initiatives may be introduced.

5.2 SAILORS BAY ROAD, NORTHBRIDGE - PEDESTRIAN ACCESSIBILITY AND MOBILITY PLAN

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| ATTACHMENTS: | 1. PEDESTRIAN ACCESSIBILITY AND MOBILITY PLAN 2. DRAFT PTC PEDESTRIAN ACCESSIBILITY AND MOBILITY PLAN REPORT 3. COMMUNITY CONSULTATION REPORT |
| WARD: | SAILORS BAY WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ANOMA HERATH – SENIOR TRANSPORT ENGINEER |
| CITY STRATEGY OUTCOME: | 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To approve a Pedestrian Access and Mobility Plan for Sailors Bay Road, Northbridge between Alpha Road and Kameruka Road.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council

- Approve the Pedestrian Access and Mobility Plan for Sailors Bay Road, Northbridge between Alpha Road and Kameruka Road.
- Note that pedestrian accessibility and mobility improvements in Sailors Bay Road between Eastern Valley Way and Euroka Street will be considered within the Northbridge Streetscape Project.

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Nil.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

5.3 WILLOUGHBY ROAD, NAREMBURN TO ST LEONARDS - PEDESTRIAN ACCESS AND MOBILITY PLAN

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|-------------------------------|--|
| ATTACHMENTS: | 1. PEDESTRIAN ACCESSIBILITY AND MOBILITY PLAN 2. DRAFT PTC PEDESTRIAN ACCESSIBILITY AND MOBILITY PLAN REPORT 3. COMMUNITY CONSULTATION REPORT 4. TECHNICAL ANALYSIS OF PROPOSED PEDESTRIAN IMPROVEMENT MEASURES IN NAREMBURN LOCAL CENTRE |
| WARD: | NAREMBURN WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ANOMA HERATH - SENIOR TRANSPORT ENGINEER |
| CITY STRATEGY OUTCOME: | 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To approve a Pedestrian Access and Mobility Plan for Willoughby Road between Gore Hill Freeway, Naremburn and Chandos Street, St Leonards.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council approve a Pedestrian Access and Mobility Plan for Willoughby Road between Gore Hill Freeway, Naremburn and Chandos Street, St Leonards.

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Committee noted that the retention of street parking in Rohan Street was important for the operation of the Naremburn centre. The Committee also identified that fencing may be necessary on the northwest and southwest corners of the intersection of Willoughby Road and Rohan Street to encourage safe crossing of Rohan Street, should a wombat crossing be provided, at this intersection.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

The Committee agreed that the detailed design of the measures in the Naremburn Centre should endeavour to minimise the loss of street parking spaces as well as consider the incorporation of pedestrian fencing at the intersection of Willoughby Road and Rohan Street.

5.4 SMALL STREET, WILLOUGHBY - EVENT TRAFFIC MANAGEMENT PLAN FOR NETBALL GAMES IN BICENTENNIAL RESERVE ON SUNDAY DURING WINTER MONTHS

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|-------------------------------|---|
| ATTACHMENTS: | 1. EVENT TRAFFIC MANAGEMENT PLAN FOR FRIDAYS AND SATURDAYS 2. EVENT TRAFFIC MANAGEMENT PLAN FOR SUNDAY |
| WARD: | SAILORS BAY WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ANOMA HERATH – SENIOR TRANSPORT ENGINEER |
| CITY STRATEGY OUTCOME: | 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To approve the Event Traffic Management Plan to be implemented on Small Street to facilitate junior netball games in Bicentennial Reserve on Sundays during winter months.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council approve the Event Traffic Management Plan for netball games in Bicentennial Reserve on Sunday during winter months.

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Nil.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

5.5 WILLOUGHBY LOCAL GOVERNMENT AREA - THIRD RESIDENT PARKING PERMIT

ATTACHMENTS:

- 1. THIRD RESIDENT PARKING PERMIT STUDY SUMMARY AND TECHNICAL REPORTS**
- 2. COMMUNITY AND STAKEHOLDER CONSULTATION REPORT**
- 3. THIRD RESIDENT PARKING PERMIT IMPLEMENTATION GUIDE**

WARD: ALL WARDS

RESPONSIBLE OFFICER: GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER

AUTHOR: DANIEL SUI - SENIOR TRANSPORT ENGINEER

CITY STRATEGY OUTCOME: 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY

MEETING DATE: 19 FEBRUARY 2020

1. PURPOSE OF REPORT

To approve the provision of a third resident parking permit for Torrens Title property only in all existing and new residential permit parking areas, excluding Resident Area 1, in Local Government Area.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council approve:

- **The provision of a third resident parking permit for Torrens Title properties only in existing residential parking areas 2 – 13, 15 - 24.**
- **Residents living in a boarding house are not entitled to a resident parking permit.**
- **The provision of a third resident parking permit for Torrens Title properties only in new resident parking areas subject to compliance with Transport for New South Wales Guidelines.**
- **The fee for a third permit for 2020/ 21 of two hundred and fifty dollars (\$250.00) with annual increases in accordance with Council's Fees and Charges policy.**

That Council note:

- **Resident Area 1 in Naremburn will have a maximum permit allocation of two permits for each property and is excluded from the provision of a third resident parking permit for Torrens Title properties.**
- **The provision of the third resident parking permit as outlined in this report will be incorporated into Council's Street Parking policy.**

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Nil.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

5.6 WILLOUGHBY LOCAL GOVERNMENT AREA - NO PARKING - MOTOR VEHICLES EXCEPTED RESTRICTIONS

| | |
|-------------------------------|--|
| ATTACHMENTS: | 1. MONITORING REPORT 2. APPLICATION CRITERIA |
| WARD: | ALL WARDS |
| 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: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To approve the use of ‘No Parking – Motor Vehicles Excepted’ parking restrictions in Willoughby Local Government Area.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council approve:

- The existing ‘No Parking - Motor Vehicle Excepted’ regulatory parking restrictions in McClelland Street, North Willoughby and Merrenburn Avenue, Naremburn be retained and the community advised of this decision.
- That the application of ‘No Parking Motor Vehicles Excepted’ regulatory signs in Willoughby City will be permitted based on the application criteria.

That Council note that the application criteria for ‘No Parking Motor Vehicles Excepted’ regulatory restrictions in Willoughby City will be included in Council’s Street Parking Policy.

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Nil.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer’s recommendation.

5.7 DELEGATED ITEMS - REGULATORY SIGNPOSTING AND LINE MARKING

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|-------------------------------|--|
| ATTACHMENTS: | 1. DIAGRAMS OF SIGNPOSTING, PAVEMENT MARKING AND LINE MARKING CHANGES |
| WARD: | ALL WARDS |
| RESPONSIBLE OFFICER: | GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER |
| AUTHOR: | HASSAN YOUSAF – TRAFFIC ENGINEER |
| CITY STRATEGY OUTCOME: | 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To approve the implementation of regulatory signposting and line marking changes at various locations in Willoughby City Council.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

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

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Nil.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

6 LATE ITEMS

6.1 LINDEN WAY AND EDINBURGH ROAD, CASTLECRAG – REVIEW OF DRIVEWAY WARNING SIGN AND INTERSECTION SAFETY IMPROVEMENTS

| | |
|-------------------------------|---|
| ATTACHMENTS: | 1. LOCAL TRAFFIC COMMITTEE MINUTES 19 JUNE 2019 2. INTERSECTION SAFETY IMPROVEMENT OPTIONS |
| WARD: | SAILORS BAY WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ANOMA HERATH – SENIOR TRANSPORT ENGINEER |
| CITY STRATEGY OUTCOME: | 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

- To provide the results of the review of the effectiveness of the warning sign on the western side of Linden Way, south of Edinburgh Road.
- To identify a preferred road safety improvement option at the Edinburgh Road and Linden Way intersection, Castlecrag.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Approve the retention of the existing ‘CAUTION DRIVEWAYS’ warning sign on the western side of Linden Way, south of Edinburgh Road.**
- **Note the options considered and the preferred option to improve road safety for all road users at the intersection of Linden Way and Edinburgh Road and residents when entering and exiting their properties in the vicinity of the intersection.**
- **Approve the preferred option D.**
- **Note that the preferred option will be developed into a concept design, released to the local community for feedback and, subject to community acceptance, considered by the Local Traffic Committee and referred to Council for a final decision.**

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The report presented to the Local Traffic Committee is provided in ATTACHMENT 1.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

LINDEN WAY AND EDINBURGH ROAD, CASTLECRAG – REVIEW OF DRIVEWAY WARNING SIGN AND INTERSECTION SAFETY IMPROVEMENTS

| | |
|-------------------------------|---|
| ATTACHMENTS: | 2. LOCAL TRAFFIC COMMITTEE MINUTES 19 JUNE 2019 3. INTERSECTION SAFETY IMPROVEMENT OPTIONS |
| WARD: | SAILORS BAY WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ANOMA HERATH – SENIOR TRANSPORT ENGINEER |
| CITY STRATEGY OUTCOME: | 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

- To provide the results of the review of the effectiveness of the warning sign on the western side of Linden Way, south of Edinburgh Road.
- To identify a preferred road safety improvement option at the Edinburgh Road and Linden Way intersection, Castlecrag.

2. OFFICER'S RECOMMENDATION

That Council:

- **Approve the retention of the existing 'CAUTION DRIVEWAYS' warning sign on the western side of Linden Way, south of Edinburgh Road.**
- **Note the options considered and the preferred option to improve road safety for all road users at the intersection of Linden Way and Edinburgh Road and residents when entering and exiting their properties in the vicinity of the intersection.**
- **Approve the preferred option D in ATTACHMENT 3.**
- **Note that the preferred option will be developed into a concept design, released to the local community for feedback and, subject to community acceptance, considered by the Local Traffic Committee and referred to Council for a final decision.**

3. BACKGROUND

An investigation was undertaken following a submission received from a local resident regarding difficulties in reversing out of the property driveway onto Edinburgh Road. The Local Traffic Committee considered a report at its meeting on 19 June 2019. The Committee supported the installation of a "CAUTION DRIVEWAYS" warning sign on the western side of Linden Way, south of the driveway of No.72 Linden Way, Castlecrag, to warn motorists on Linden Way about the driveways on Edinburgh Road. A copy of the report is provided in

ATTACHMENT 2. Council adopted the Local Traffic Committee recommendation at its meeting on 12 August 2019 with the following conditions:

Item 4.6 – Linden Way Castlecrag - The Committee accepted the Council's decision. A report will be provided to the Local Traffic Committee following the 6 month monitoring period.

Clr Eriksson has forwarded a submission in relation to this intersection, the relevant sections of the submission are provided below;

The purpose of my email is to bring the above traffic matter back to the attention of the traffic committee and Council. As you are aware the above corner has been an ongoing concerns for residents with vehicles cutting the corner and crossing onto the wrong side of the road. There have been a number of close call with cars leaving their driveways etc.

Traffic committee resolved to install a warning sign for oncoming motorists as well as implement a 6 month trial on its effectiveness. The trial date is now complete.

I have been contacted, over the past few months, with residents asking that more be done to resolve this issue. I recently had a casual meeting with two residents onsite to discuss their concerns, they also provided me with CCTV video showing a near miss with one of their children crossing the road at the intersection with a car again on the wrong side of the road (video will be provided in a separate email).

The issue has now attracted the attention of numerous households with a petition being circulated for action.

The residents believe the sign has not been effective and have again asked that the original suggestion of traffic calming devices be installed - namely the rubber mounds on the bend to stop cars cutting the corner but still allowing for buses to turn. The issue is not speed related as shown in our traffic study but rather cars not keeping to their lane, the rubber mounds would fix this.

4. DISCUSSION

The location has been monitored at various times for speeding and unsafe turning manoeuvres. There has been no unsafe driving behaviour observed. Traffic volume and speed data for Linden Way and Edinburgh Road are tabulated below:

| Movement | Average Daily Traffic Volumes | Average (5 day) Peak Volumes per hour AM(PM) | 85thile speed (km/h)¹ |
|------------------------------|--------------------------------------|---|--|
| Linden Way | | | |
| Northbound | 678 | 76(54) | 47 |
| Southbound | 330 | 26(31) | 42 |
| Edinburgh Road | | | |
| Westbound | 821 | 89(71) | 38 |
| Eastbound (straight through) | 267 | 16(26) | 48 |
| Eastbound (right turning) | 492 | 38(43) | 40 |

1. The posted speed limit in Edinburgh Road and Linden Way is 50km/h.

A review of Transport for New South Wales crash records over the last five years revealed there were no reported crashes at, and in the vicinity of, the intersection of Edinburgh Road and Linden Way.

The existing warning sign provides motorists in Linden Way an awareness of driveways ahead and would lead to safety improvement for both drivers in Linden Way travelling into Edinburgh Road and residents entering and exiting driveways along Edinburgh Road in close proximity to the intersection. There have been no crashes since its introduction.

It is noted that local residents have advised Cllr Eriksson that, in their view, safety of vehicles reversing from driveways has not been improved following the installation of 'Caution Driveways' sign. It is considered that safety has improved through the increased level of awareness and accordingly the sign should be retained.

The issues relating to drivers poor lane discipline and crossing into the incorrect side of the road is noted and does lead to a reduction in the level of safety at this intersection and nearby properties. The following objectives have been determined to lead the investigation of safety improvements at this location:

- Reduce motor vehicle travel speeds in Linden Way and Edinburgh Road.
- Retain all existing movements.
- Retain the operational access and efficiency for buses.
- Improve pedestrian and bicyclist safety.
- Eliminate or reduce safety hazards.

The problem appears to be as a result of driver behaviour, a complex road environment and travel speeds, particularly for drivers travelling in the north to westbound direction from Linden Way into Edinburgh Road. A number of options have been identified to respond to the problems and improve the safety at this location. The type of option is limited due to the need to retain the intersection foot print due to the turning operation of buses, the width of the roads and the need to retain all turn movements. These options range from low cost to high cost. The options are outlined in ATTACHMENT 3.

It is considered that a package of low cost measures would lead to improved safety by reducing travel speeds through the intersection and improving the guidance through the intersection. The measures will be targeted at northbound drivers in Linden Way entering Edinburgh Road. The proposed options to be progressed include:

- Speed cushions.
- Blister islands.

The measures have been combined to provide a preferred option D, with the implementation of:

- A blister island in Edinburgh Road just west of Linden Way.
- Speed cushions in Linden Way and Edinburgh Road in the north and westbound travel lanes respectively.

5. CONCLUSION

The existing 'CAUTION DRIVEWAYS' warning sign provides motorists in Linden Way an awareness of driveways ahead and would lead to safety improvement for both drivers in Linden Way travelling into Edinburgh Road and residents entering and exiting driveways along Edinburgh Road in close proximity to the intersection. It is recommended that the sign is retained.

Poor driver behaviour, a complex road environment and travel speeds, particularly for drivers travelling in the north to westbound direction from Linden Way into Edinburgh Road is leading to safety concerns for the local community. It is considered that a package of low

cost measures would lead to improved safety by reducing travel speeds through the intersection and improving the guidance through the intersection. It is recommended that the preferred option provides sufficient measures to lead to a safety improvement and should be progressed to concept design.

It is recommended that the Traffic Committee support Option D as the preferred option in ATTACHMENT 3.

There is no funding for design and implementation of the safety improvements at this stage. A submission for funding of the design and implementation of the safety improvements would be subject to Council approval of the preferred option. The concept design of the preferred option will be released to the local community for feedback and, subject to community acceptance, considered by the Local Traffic Committee and referred to Council for a final decision.

LINDEN WAY, CASTLECRAG – ADVANCED WARNING DRIVEWAYS SIGN

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|-------------------------------|--|
| ATTACHMENTS: | 4. PROPOSED ‘CAUTION DRIVEWAY’ SIGN PLAN |
| WARD: | SAILORS BAY WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ANOMA HERATH – SENIOR TRANSPORT ENGINEER |
| CITY STRATEGY OUTCOME: | 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 JUNE 2019 |

1. PURPOSE OF REPORT

To approve the installation of a warning sign; “Caution Driveways” on the western side of Linden Way, south of the driveway of No.72 Linden Way, Castlecrag.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council approve the installation of a warning sign; “Caution Driveways” on the western side of Linden Way, approx.2 metres south of the driveway of No.72 Linden Way, Castlecrag.

3. BACKGROUND

A submission has been received from a local resident with concerns regarding difficulties in reversing out of their driveway onto Edinburgh Road due to the speed of westbound traffic in Edinburgh Road.

At the intersection of Linden Way and Edinburgh Road, the left turning traffic from Linden Way and the right turning traffic from Edinburgh Road (eastbound) have the priority over other traffic movements at the intersection.

The parking lane and bicycle lane along Edinburgh Road provides a buffer area for vehicles reversing from the properties on the southern side of Edinburgh Road.

4. DISCUSSION

Traffic surveys indicated that 85th percentile speed of westbound traffic along Edinburgh Road, westbound, was 38km/h, which is below the posted speed limit of 50km/h. A site investigation revealed that the main issue was the short sight distance, and the proximity of the resident’s driveway (approx.35m), to the intersection of Linden Way and Edinburgh Road.

To improve awareness of northbound drivers on Linden Way of the potential for vehicles exiting properties along Edinburgh Road, it is proposed to install a warning sign; Caution Driveways, on the western side of Linden Way on the approach to Edinburgh Road. The proposed sign is shown on the plan in Attachment 4.

Council consulted the nearby residents and received five (5) responses. All respondents supported the proposal, however, two (2) respondents requested additional measures such as the installation of a speed hump in Linden Way and kerb extensions to narrow Linden Way at the Edinburgh Road intersection to reduce speeding around the bend. The provision of a new traffic calming scheme in Linden Way and Edinburgh Road including speed reduction and kerb extension measures is not considered necessary at this stage as the survey results indicated that the majority of vehicles travel below 40 km/ h.

The local road network will be monitored to assess the impact of the proposed new sign and further measures considered if necessary.

5. CONCLUSION

Short sight distance, and the proximity of the resident’s driveway (approx.35m), to the intersection of Linden Way and Edinburgh Road leads to difficulties and safety concerns when exiting properties along the southern side of Edinburgh Road.

A proposed warning signage is expected to inform northbound drivers in Linden Way approaching and then entering Edinburgh Road to be aware of vehicles turning in and out of driveways along Edinburgh Road.

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| <p><u>Local Traffic Committee Conclusion</u></p> <p>The Committee agreed with the Officer’s recommendation.</p> |
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6. OFFICER’S RECOMMENDATION

That Council approve the installation of a warning sign; “Caution Driveways” on the western side of Linden Way, approx.2 metres south of the driveway of No.72 Linden Way, Castlecrag.



LINDEN WAY, CASTLECRAIG - PROPOSED 'CAUTION DRIVEWAYS' SIGN INSTALLATION

LINDEN WAY AND EDINBURGH ROAD, CASTLECRAG – INTERSECTION IMPROVEMENT OPTIONS.

In order to formulate improvement options, the area required for bus turning has been determined using swept path analysis, see following plan. As shown on the plan, buses require a significant area, south of Edinburgh Road. The need to retain this area clear of any devices is a constraint in designing traffic calming measures for the intersection.



Four options have been formulated; they can stand alone or combined as a package.

Option A: Installation of a painted blister

To encourage northbound motorists in Linden Way to perform the left turn manoeuvre away from the western kerb which contributes to slower speeds, it is proposed to install a painted kerb blister with RPMs on Linden Way, as shown on the plan below. This arrangement also formalises the area as a 'T' intersection.

The proposed measures are:

- Provide chevron markings with RPMs on the south-western corner of the intersection.
- Realign BB lines on Linden Way.
- Extend the bike path in Linden Way at Edinburgh Road, west of the proposed painted island.
- Mark turning path on Edinburg Road to guide right turning traffic from Edinburgh Rd to Linden Way.
- Install Give-Way line marking.



The proposal is expected to have no impact on the turning area for buses as buses are permitted to drive over a painted island to enter or leave the road.

Option B: Installation of a Roundabout

A roundabout with adequate deflection on approaches would control speeds at intersections. At this intersection, a roundabout would require a wider circulating carriageway to retain bus turning facility. This will become a constraint in the roundabout design at this location.

This option has a high cost ratio, therefore, is not considered as a favourable option for the site at the present time.

Option C: Installation of a Speed Cushion

A resident has requested the installation of speed cushions in Linden Way to slow down traffic before entering Edinburgh Road.

It is not desirable to install a speed cushion within the bus turning circle. An appropriate location is shown on the plan below. This proposal will have an effect on the speed of northbound traffic entering Edinburgh Road. However, sightlines are unlikely to be improved if northbound motorists travel closer to the western kerb (splay).



Option D: Installation of Speed Cushions and Kerb Blister

Further developments to the Option C were considered to reduce speeds of westbound traffic on Edinburgh Road, prior to driveways and also to encourage northbound motorists in Linden Way perform left turn manoeuvre away from the western kerb which would contribute to slower speeds and improved sightlines.

The measures proposed are (shown on the following plan):

- install a kerb blister in the parking lane. This kerb blister is located away from the turning path of buses.
- install two speed cushions in Linden Way and Edinburgh Road (alongside the proposed kerb blister).



6.2 RESERVE ROAD, ARTARMON BETWEEN CAMPBELL STREET AND FREDERICK STREET - SHARED PATH AND BICYCLE CROSSING

| | |
|-------------------------------|--|
| ATTACHMENTS: | 1. CONCEPT DESIGN FOR A SHARED PATHWAY ON RESERVE ROAD BETWEEN FREDRICK STREET AND CAMPBELL STREET AND BICYCLE CROSSING IN RESERVE ROAD |
| WARD: | NAREMBURN WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ALLAN BORG – SUSTAINABLE PROJECTS OFFICER - TRANSPORT |
| CITY STRATEGY OUTCOME: | 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To approve the changes to the Artarmon Bicycle Route to provide a shared path in Reserve Road between Fredrick Street and Campbell Street, west side of the road, and a new bicycle crossing at the intersection of Reserve Road and Frederick Street, south of Frederick Street to improve safety, connectivity and visibility for bicyclists and pedestrians.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

- **That Council approve the concept design for a shared path on Reserve Road between Fredrick Street and Campbell Street, on the western side of the road, and a new bicycle crossing at the intersection of Reserve Road and Frederick Street, south of Frederick Street.**
- **That Council note that the following initiatives approved by Council at its meeting on 11 March 2019 will not be implemented:**
 - **Shared path along Reserve Road between Fredrick Street and Campbell Street, on the eastern side of the road.**
 - **A new bicycle/ pedestrian refuge in Frederick at the intersection of Reserve Road and Frederick Street, north of Frederick Street.**
 - **Provision of a new bicycle and pedestrian crossing in Reserve Road, south of Campbell Street, within the existing traffic control signals at the intersection of Reserve Road and Campbell Street.**

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The report presented to the Local Traffic Committee is provided in ATTACHMENT 1.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed with the Officer's recommendation.

RESERVE ROAD, ARTARMON BETWEEN CAMPBELL STREET AND FREDERICK STREET - SHARED PATH AND BICYCLE CROSSING

| | |
|-------------------------------|--|
| ATTACHMENTS: | 1. CONCEPT DESIGN FOR A SHARED PATHWAY ON RESERVE ROAD BETWEEN FREDRICK STREET AND CAMPBELL STREET AND BICYCLE CROSSING IN RESERVE ROAD |
| WARD: | NAREMBURN WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | ALLAN BORG – SUSTAINABLE PROJECTS OFFICER - TRANSPORT |
| CITY STRATEGY OUTCOME: | 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To approve the changes to the Artarmon Bicycle Route to provide a shared path in Reserve Road between Fredrick Street and Campbell Street, west side of the road, and a new bicycle crossing at the intersection of Reserve Road and Frederick Street, south of Frederick Street to improve safety, connectivity and visibility for bicyclists and pedestrians.

2. OFFICER'S RECOMMENDATION

- **That Council approve the concept design for a shared path on Reserve Road between Fredrick Street and Campbell Street, on the western side of the road, and a new bicycle crossing at the intersection of Reserve Road and Frederick Street, south of Frederick Street.**
- **That Council note that the following initiatives approved by Council at its meeting on 11 March 2019 will not be implemented:**
 - **Shared path along Reserve Road between Fredrick Street and Campbell Street, on the eastern side of the road.**
 - **A new bicycle/ pedestrian refuge in Frederick at the intersection of Reserve Road and Frederick Street, north of Frederick Street.**
 - **Provision of a new bicycle and pedestrian crossing in Reserve Road, south of Campbell Street, within the existing traffic control signals at the intersection of Reserve Road and Campbell Street.**

3. BACKGROUND

The Willoughby Council Bike Plan 2012 identified Campbell Street as a local access connection to connect the higher level 'main road' network to key places of interest. Local streets are used to link to regional routes, such as the existing cycling infrastructure on

Herbert Street. Reserve Road was identified in Council's Bike Plan 2012 as a Main Feeder Route which will link the district centres and key residential suburbs, as well adjacent LGA's. The route is also classified as a Tier 3 Local Collector and Recreational in Council's Principal Bike Network.

Council approved plans to facilitate safe pedestrian and bicyclist travel in the Artarmon Industrial Area on 11 March 2019. The following approved initiatives would be implemented:

- Shared path along Reserve Road between Fredrick Street and Campbell Street, on the eastern side of the road.
- A new bicycle/ pedestrian refuge in Frederick at the intersection of Reserve Road and Frederick Street, north of Frederick Street.
- Provision of a new bicycle and pedestrian crossing in Reserve Road, south of Campbell Street, within the existing traffic control signals at the intersection of Reserve Road and Campbell Street.

Following detailed investigations a change to the approved design is proposed to improve safety, connectivity and visibility for bicyclists.

4. DISCUSSION

The changes to Reserve Road between Fredrick Street and Campbell Street will provide a more safe, legible and direct connection that will further improve bicycle connections with surrounding bike networks in Willoughby City Council and adjacent Council's. The proposed changes will also improve site distances at crossings, while reducing the number of crossings along the shared pathway. The proposed changes to works include:

- A new shared path including new regulatory signage, logos, line marking and wayfinding along the western side of Reserve Road between Fredrick Street and Campbell Street.
- New pedestrian/ bicycle crossing in Reserve Road, southern leg, at its intersection with Frederick Street.

No street parking will be lost as a result of the improvement works.

The proposed changes of the bicycle route are shown in Attachment 1.

The Bicycle Consultative Committee was consulted at its meeting on 12 November 2019 and 11 February 2020. Members agreed that the western side of Reserve Road between Campbell Street and Frederick Street is the preferred side of road to provide a shared path considering bicyclist safety, traffic movements and cost. The concerns raised by the single respondent will be considered and appropriate measures introduced in the detailed design phase of the project.

Community consultation was undertaken between 24 January 2020 and 7 February 2020, via notification letters to 94 properties in Campbell Street, Reserve Road, Fredrick Street and Lanceley Place. A total of 187 letters were distributed to both property owners and occupiers adjoining the proposed changes. As part of the community consultation one (1) response was received, which is opposed to the proposal. The key issue raised is the increase in danger to both cyclists and pedestrians with heavy vehicle traffic crossing the path very frequently.

Observations of motor vehicle use including heavy vehicles into the driveways along Reserve Road has been undertaken, motor vehicle volumes entering and exiting the properties on the western side is lower than on the eastern side. On balance, it is considered that the lower number of potential bicycle/ motor vehicle interactions along Reserve Road on the western

side of road would provide a safer environment for bicyclists. Also the crossing of Reserve Road instead of Frederick Street at the roundabout at this intersection is considered a safer and more desirable route that will facilitate more walking and cycling in the area.

5. CONCLUSION

The proposed changes to the bicycle route will provide a more safe, legible and direct connection while meeting the objective of completing missing bicycle route links between the Pacific Highway and Herbert Street and between Campbell Street and the Gore Hill Freeway, as well as improving cyclists safety.

The proposed bicycle infrastructure and shared path improvements will increase community awareness of cyclists along the route and encourage cycling as a viable alternative to the use of motor cars.

It is recommended that the Traffic Committee approve the proposed changes in the concept designs.

Detailed designs will be completed following Council approval of the concept design. The detailed designs will be referred to the Local Traffic Committee for consideration and Council's approval. Works will be completed following Council approval of the detailed designs and funding allocation.

There is \$60,000 allocated in the 2019/20 Transport Active Footpaths program (project number 301137) to undertake detailed design in Campbell Street, Reserve Road and Frederick Street between Pacific Highway and Herbert Street. Additional funding to complete the detailed design and implementation of the works will be sought in future years.

PROPOSED SHARED PATH AND BICYCLE CROSSING IN RESERVE ROAD, ARTARMON – CONCEPT DESIGN



7 INFORMAL ITEMS

Nil.

8 GENERAL BUSINESS

8.1 INTEGRATED TRANSPORT STRATEGY (DRAFT)

| | |
|-------------------------------|--|
| ATTACHMENTS: | 1. NIL |
| WARD: | ALL WARD |
| RESPONSIBLE OFFICER: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| AUTHOR: | GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER |
| CITY STRATEGY OUTCOME: | 2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS |
| MEETING DATE: | 19 FEBRUARY 2020 |

1. PURPOSE OF REPORT

To advise of the release for stakeholder and community comment an Integrated Transport Strategy (Draft) for Willoughby.

2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council note that the Local Traffic Committee has been informed of the release for stakeholder and community comment an Integrated Transport Strategy (Draft) for Willoughby.

3. LOCAL TRAFFIC COMMITTEE DISCUSSION

A copy of the Integrated Transport Strategy (Draft) was provided to all Local Traffic Committee members.

4. LOCAL TRAFFIC COMMITTEE CONCLUSION

The Committee agreed to review the Integrated Transport Strategy and consider providing a submission on behalf of their respective agencies.