



Willoughby City Council

## **MINUTES**

**TRAFFIC COMMITTEE MEETING  
NO 4/2019**

**21 August 2019**



# 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 Roads and Maritime Services.

Council has been delegated certain powers from 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

### Voting members present:

Mr Zakaria Ahmad	Roads and Maritime Services
Snr Const Sam Sholkie	NSW Police
Mr Gordon Farrelly	Willoughby City Council
Ms Nora Sevagian	Local State MP's Representative

### Other representatives:

Mr Tony Moujalli	State Transit Authority/ Sydney Buses
Mr Chris Binns	Willoughby City Council
Mr Daniel Sui	Willoughby City Council
Ms Anoma Herath	Willoughby City Council
Mr Hassan Yousaf	Willoughby City Council
Ms Kate Drysdale	Willoughby City Council

### Councillors present:

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

### Members of the public:

Mr Charles Gowing	Willoughby Federation of Progress Associations
Mr Taylor Tsieng	Resident

## 2 APOLOGIES

Sgt Ryan Edwards	NSW Police
Mr Ken Rutherford	Local State MP's Representative
Mr Egwin Herbert	Sydney Buses
Mr Richard Goulston	Willoughby City Council

Clr Judith Rutherford	Councillor - Willoughby City Council
Clr Hugh Erikson	Councillor - Willoughby City Council

## DISCLOSURE OF INTEREST

Refer Code of Conduct:–

[Code of Conduct - Community Representatives](#)

[Code of Conduct - Councillors and Officers](#)

## TRAFFIC COMMITTEE RECOMMENDATION

**That the information and advice from the Local Traffic Committee be received and noted.**

### 3 MATTERS ARISING FROM THE PREVIOUS MINUTES OR FROM COUNCIL RESOLUTION

*That the Minutes of the Ordinary Meeting of the Local Traffic Committee held 19 June 2019, copies of which have been circulated to each member of the Local Traffic Committee, be confirmed.*

#### 3.1 COUNCIL ADOPTION OF THE LOCAL TRAFFIC COMMITTEE MINUTES

*That the Resolution of the Ordinary Meeting of Council held 12 August 2019 provided below, be noted.*

##### Local Traffic Committee discussions

Item 4.4 Fred Roberts Lane, Northbridge – The Committee accepted the Council's decision. The Committee noted that the issue that lead to the proposed 'No Stopping' restriction was in response to an access problem for vehicles entering adjacent properties. The alternate proposal would not solve the current access problem as delivery vehicles would still be legally able to park and obstruct safe and efficient access. Accordingly '15 minute Loading Zone' was not considered an acceptable alternate street parking restriction. The body corporate will be consulted on the proposal including the alternate street parking proposal which is '15 minute Loading Zone'. A report will be provided to the Local Traffic Committee following completion of the consultation.

Item 4.5 – De Villiers Avenue, Eddy Road and Lone Pine Avenue, Chatswood – The Committee accepted the Council's decision. A report will be provided to the Local Traffic Committee following the 12 month monitoring period.

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.

Item 4.9 – Delegated Items (19/13) – The Committee accepted the Council's decision. The new regulatory signs will be implemented to comply with Council's decision.

Item 4.9 – Delegated Items (19/18) – The Committee accepted the Council's decision. The Primary School and Church will be consulted on the alternate proposal:

- Disabled Parking 8 am – 9.30 am and 3 – 4 pm School Days and 2 – 8 pm Saturday'.
- No changes are proposed to the current regulatory street parking restrictions on Sunday.

A report will be provided to the Local Traffic Committee following completion of the consultation.

Local Traffic Committee Conclusion

The Committee accepted the Council's decision. The Committee provided advice relating to Item 4.4. The Committee noted that reports will be presented for items 4.4, 4.5, 4.6 and 4.9 (19/18) in future meetings.

**TRAFFIC COMMITTEE RECOMMENDATION**

**That the information be received and noted.**

**MINUTES - LOCAL TRAFFIC COMMITTEE HELD ON 19 JUNE 2019**

<b>ATTACHMENTS:</b>	<b>1. IMPLICATIONS 2. TRAFFIC COMMITTEE MINUTES OF 19 JUNE 2019 (DISTRIBUTED SEPARATELY)</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GREG MCDONALD - PLANNING &amp; INFRASTRUCTURE DIRECTOR</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY – SENIOR TRAFFIC ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>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</b>
<b>MEETING DATE:</b>	<b>12 AUGUST 2019</b>

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**PURPOSE OF REPORT**

To advise Council of the outcome of the latest Local Traffic Committee Meeting held on 19 June 2019.

**RESOLUTION**

That Council receive and adopt the recommendations arising from the 19 June 2019 Traffic Committee Meeting with the following exceptions:

**Item 4.4**

That Council:

1. Defer consideration of this matter to allow the Local Traffic Committee and Council Officers to further consult with the affected Body Corporate and to propose that a "15 Minute Loading Zone" be installed rather than a "No Stopping" Zone as suggested.
2. After further consultation with the Body Corporate, bring the matter back to the Local Traffic Committee.

**Item 4.5**

That the last bullet point in the Traffic Committee Recommendation read:

- That Council monitor the performance of the State Transit 255 bus service by means of revisiting the topic in the Local Traffic Committee within 12 months of implementation and consider adjustments to the street parking restrictions including the reinstatement of the existing unrestricted parking zones if necessary to improve residents' amenities.



## Item 4.6

That Council:

1. Approve the installation of a warning sign: "Caution Driveways" on the western side of Linden Way, approximately two meters south of the driveway of No 72 Linden Way, Castlecrag.
2. Request the Traffic Committee to review the effectiveness of the sign in six months' time and, if required, consider other measures.

## Item 4.9

That Council:

1. Approve the implementation of regulatory signposting and line marking changes at various locations in the Willoughby Local Government Area with the following exceptions:

Item 19/13 be amended to read:

That a "No Parking" sign be installed outside No 24 and the current "Parking 2P" restrictions be retained outside No 26.

Item 19/18 be amended to read:

That consistent with the "No Parking" restrictions next to these spaces (shown in the photograph in Attachment 1) the current disabled parking zone be extended and changed to 8am-9.30am and 3-4pm School Days, 2-8pm Saturday's and no changes for Sunday.

2. Defer consideration of Item 19/18 to allow the Local Traffic Committee and Council Officers to consult with the local Primary School and Church on the above suggested times to address the request to allow better disabled access during School drop off/pick up times.
3. Bring the matter back to the Local Traffic Committee once further consultation has been concluded.

MOVED COUNCILLOR ERIKSSON

SECONDED COUNCILLOR CAMPBELL

CARRIED

Voting

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

Against: Nil

## 4 FORMAL ITEMS FOR CONSIDERATION

### 4.1 PACIFIC HIGHWAY, CHATSWOOD TO ST LEONARDS - SHARED PATH

<b>ATTACHMENTS:</b>	<b>1. WILLOUGHBY COUNCIL BIKE PLAN 2012 2. SHARED PATH CONCEPT DESIGN PLAN 3. SHARED PATH TECHNICAL REPORT (PROVIDED SEPARATELY) 4. COMMUNITY CONSULTATION REPORT</b>
<b>WARD:</b>	<b>NAREMBURN WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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#### 1. PURPOSE OF REPORT

To approve the concept design for a shared path on Pacific Highway between Mowbray Road, Chatswood and Herbert Street, St Leonards.

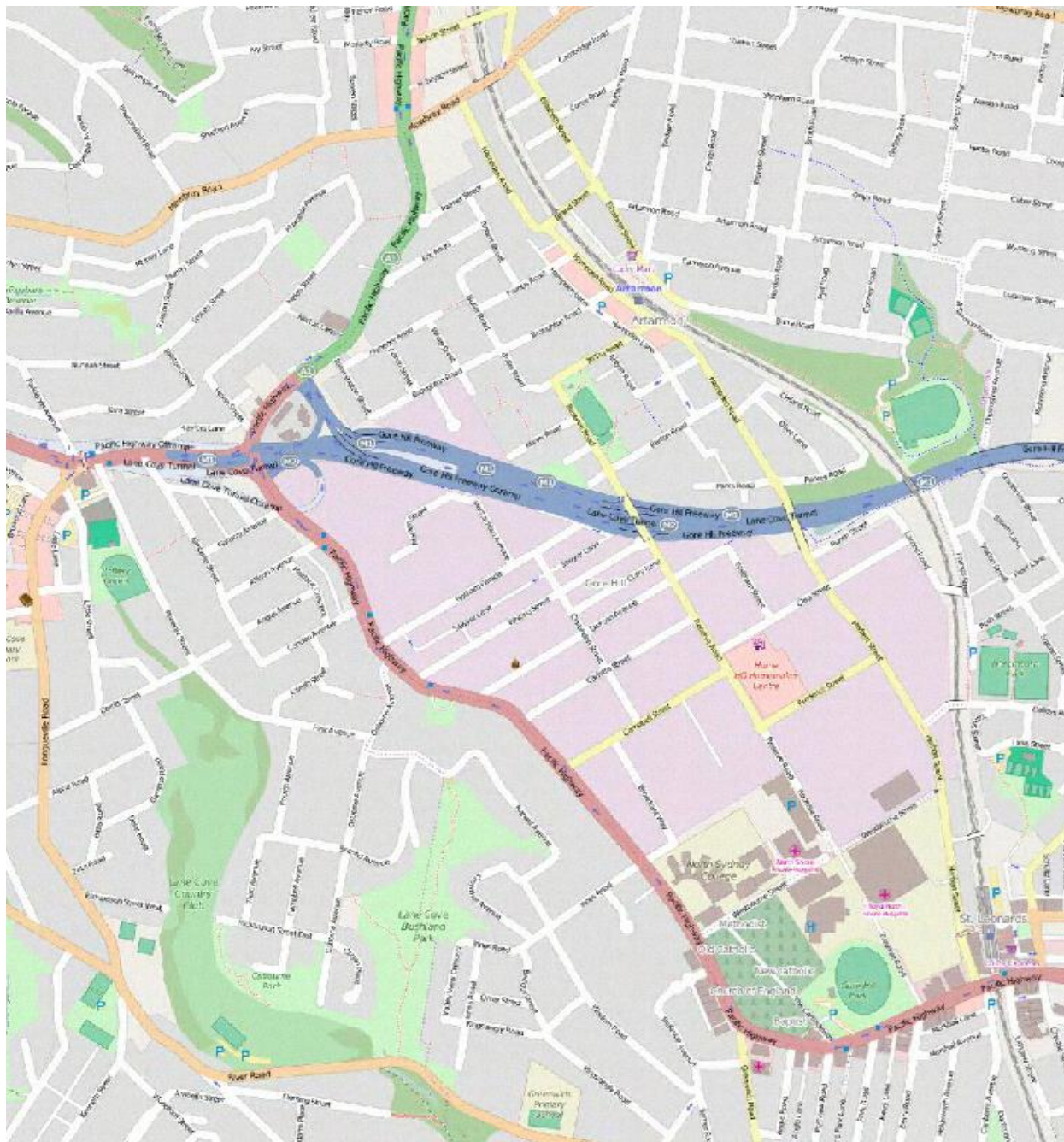
#### 2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

1. Approve the concept design for a shared path on Pacific Highway between Mowbray Road, Chatswood and Herbert Street, St Leonards.
2. Approve the delivery of a detailed design for a shared path on Pacific Highway between Mowbray Road, Chatswood and Herbert Street, St Leonards.
3. Note that the detailed design will consider the safe access needs at intersections along Pacific Highway, particularly for heavy vehicles at intersections between Gore Hill Freeway and Campbell Street, Artarmon.
4. Note that the detailed design plan will be referred to the Local Traffic Committee for consideration and Council for final approval.
5. Note that there is \$50,000 allocated in the 2019/2020 Operations Plan for detailed design of the shared path.

### 3. BACKGROUND

The Council's Bike Plan identifies a bicycle route linking Chatswood and St Leonards via Pacific Highway. The Bike Plan indicates that an off-road bike facility is the preferred design for this link. A copy of the Bike Plan is provided in Attachment 1. The location of the shared path is outlined in the locality plan.



**Locality Plan:** Pacific Highway between Mowbray Road, Chatswood and Herbert Street, St Leonards

### 4. DISCUSSION

A concept design has been completed to provide an off-road shared path along the eastern and northern side of Pacific Highway between Mowbray Road, Chatswood and Herbert Street, St Leonards. The design objective of the concept design is to provide a 3.0 metre

shared path for the full length of Pacific Highway, excluding locations where existing trees, road infrastructure and bus shelters exist. The concept design is provided in Attachment 2.

Existing bike routes, road and footpath users, trees, road infrastructure, bus shelters, intersection layouts and land uses have been considered in the development of the concept design. A summary of the design approach is provided below.

- The Pacific Highway shared path will link with existing and proposed routes within the Willoughby and Lane Cove Bike Plans. The shared path will provide a new and improved north-south route, meeting the needs of both a regional and local bicycle riders.
- Existing trees, road infrastructure and bus shelters are 'pinch points' along the shared path. Investigations undertaken as part of the concept design process have endeavoured to relocate or minimise the impacts of 'pinch points' including removal and relocation.
- Intersections along the Pacific Highway have also been reviewed to accommodate the shared path. The design approach optimises the safety and efficiency of Pacific Highway, local road intersections and all road and shared path users. In this context existing motor vehicle needs have been considered as well as the future movement of bicycles and pedestrians at intersections.
- Land uses along the Pacific Highway have been considered, particularly those generating high motor vehicle and pedestrian movements. Safety treatments will be considered for points of interaction between land uses and the shared path to increase awareness of the shared path and improve safety of all shared path users.

The concept design report is provided in Attachment 3.

Community consultation was undertaken from 26 April 2019 to 17 May 2019 on the concept design. There were over 180 responses, with 2 formal submissions also provided by advocacy groups (Bike North & Bicycle NSW). The results revealed that there is overwhelming support for the shared path. Community feedback also included design issues that will be considered in the detailed design. Other community comments related to street design, extensions to the project and broader outcomes such as connectivity with the wider network and more active modes. A small section of the community opposes the Shared Path, predominately citing safety concerns about combining walking and cycling, and scepticism about the project's benefits. Many of those opposed to the proposed shared path seek separated paths for cyclists and pedestrians. The Community consultation report is provided in Attachment 4.

A strategic estimate of cost has been completed for the concept design. The strategic estimate includes all known delivery items excluding land acquisition. The estimate of cost is \$8,710,000 including a contingency amount of \$2,910,000.

The 2019/20 Operations Plan has allocated \$50,000 for detailed design of the shared path.

#### Local Traffic Committee discussions

The Local Traffic Committee discussed the proposal and highlighted that the intersection designs will need to consider the safe and efficient movement of heavy vehicles to/from the Pacific Highway, particularly at intersections providing access to the Artarmon Industrial Area between Gore Hill Freeway and Campbell Street.

The Local Traffic Committee also noted that the detailed design plan would be referred to it for its consideration and to Council for a final decision.

## 5. CONCLUSION

Council's Bike Plan identifies a bicycle route linking Chatswood and St Leonards via Pacific Highway. The Bike Plan indicates that an off-road bike facility is the preferred design for this route.

Community consultation was undertaken on the concept design. There were over 180 responses, with 2 formal submissions also provided by advocacy groups (Bike North & Bicycle NSW). The results revealed that there is overwhelming support for the shared path.

### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation with the following additional recommendations:

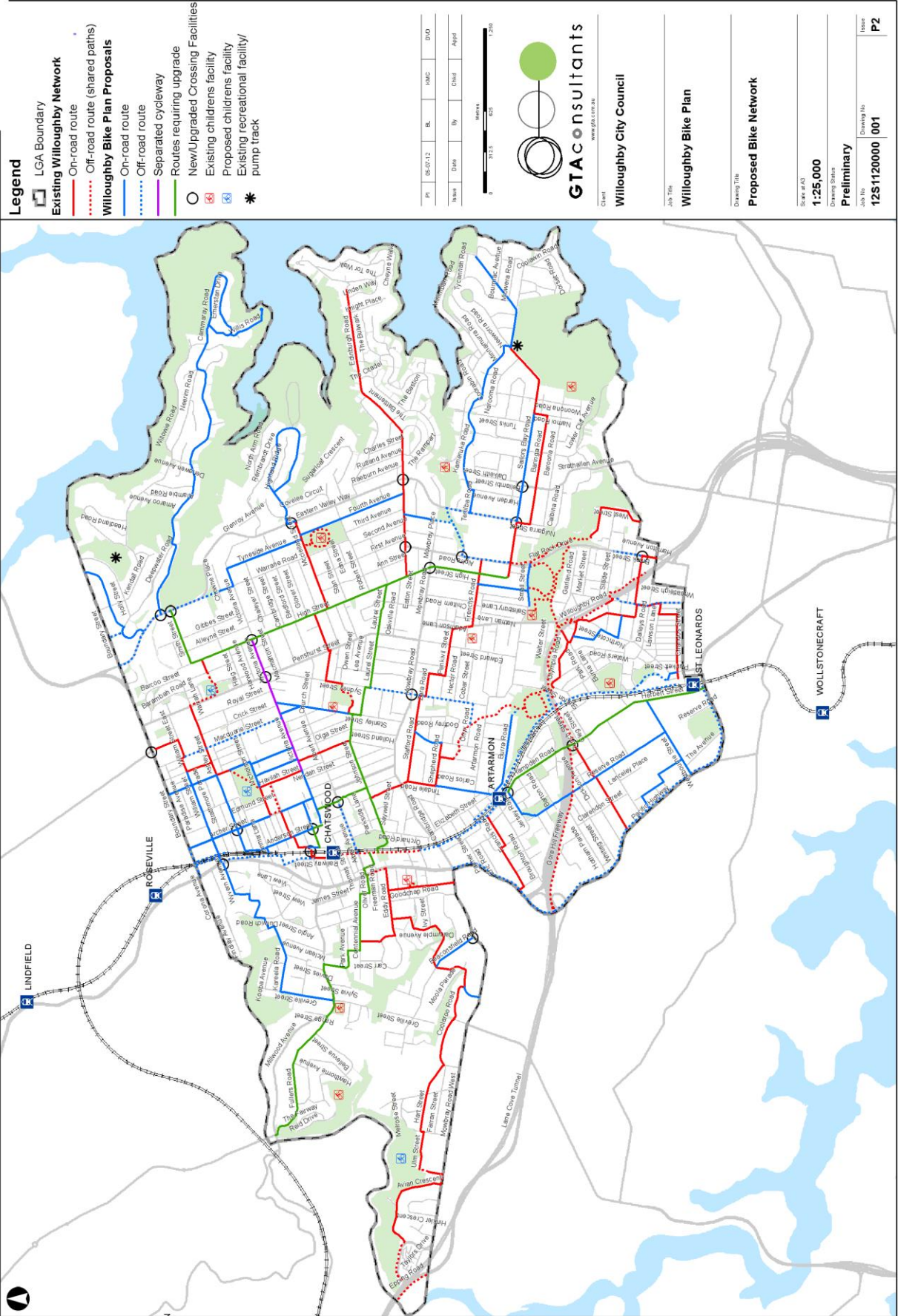
- Approve the delivery of a detailed design for a shared path on Pacific Highway between Mowbray Road, Chatswood and Herbert Street, St Leonards.
- Note that the detailed design will consider the safe access needs at intersections along Pacific Highway, particularly for heavy vehicles at intersections between Gore Hill Freeway and Campbell Street, Artarmon.
- Note that the detailed design plan will be referred to the Local Traffic Committee for consideration and Council for final approval.

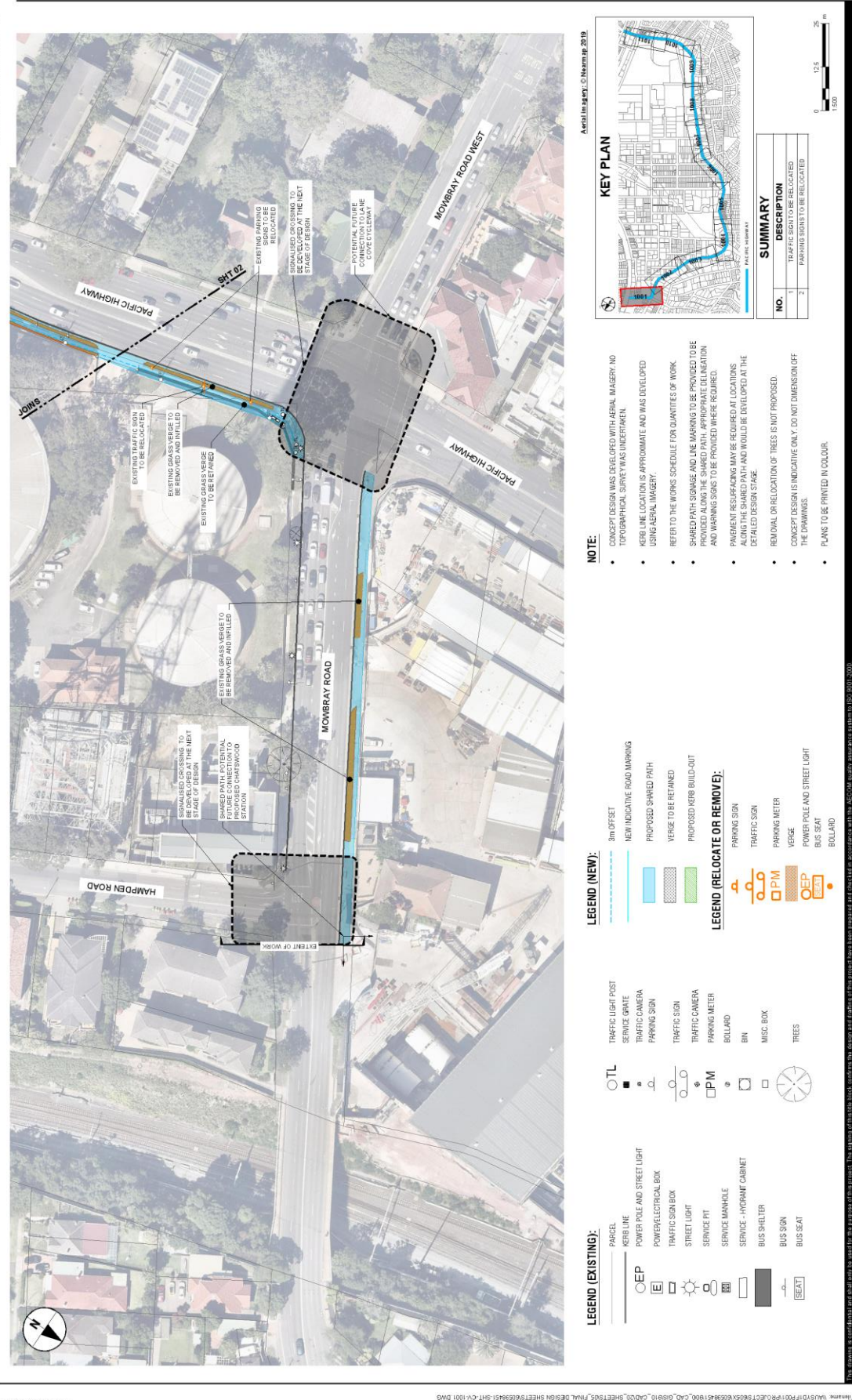
## 6. OFFICER'S RECOMMENDATION

That Council:

1. Approve the concept design for a shared path on Pacific Highway between Mowbray Road, Chatswood and Herbert Street, St Leonards.
2. Note that there is \$50,000 allocated in the 2019/2020 Operations Plan for detailed design of the shared path.

ATTACHMENT 1





### KEY PLAN

Aerial Imagery, © Netra, 2019

100m

0 100m 200m

NO.	SUMMARY	DESCRIPTION
1	TRAFFIC SIGN TO BE RELOCATED	
2	PARKING SIGN TO BE RELOCATED	

- NOTE:**
- CONCEPT DESIGN WAS DEVELOPED WITH AERIAL IMAGERY. NO TOPOGRAPHICAL SURVEY WAS UNDERTAKEN.
  - KERB LINE LOCATION IS APPROXIMATE AND WAS DEVELOPED USING AERIAL IMAGERY.
  - REFER TO THE WORKS SCHEDULE FOR QUANTITIES OF WORK.
  - SHARED PATH, STORAGE AND LINE MARKING TO BE PROVIDED TO BE DEVELOPED AT THE NEXT STAGE OF DESIGN. LOCATION AND WARNING SIGNS TO BE PROVIDED WHERE REQUIRED.
  - PARKING RESURFACING MAY BE REQUIRED AT LOCATIONS ALONG THE SHARED PATH AND WOULD BE DEVELOPED AT THE DETAILED DESIGN STAGE.
  - REMOVAL OR RELOCATION OF TREES IS NOT PROPOSED.
  - CONCEPT DESIGN IS INDICATIVE ONLY. DO NOT DIMENSION OFF THE DRAWINGS.
  - PLANS TO BE PRINTED IN COLOUR.

**LEGEND (NEW):**

- 3m OFFSET
- NEW INDICATIVE ROAD MARKING
- PROPOSED SHARED PATH
- VERGE TO BE RETAINED
- PROPOSED KERB BUILD-OUT

**LEGEND (RELOCATE OR REMOVE):**

- TRAFFIC SIGN
- TRAFFIC SIGN
- PARKING METER
- VERGE
- POWER POLE AND STREET LIGHT
- BUS SEAT
- BOLLARD

**LEGEND (EXISTING):**

- PARCEL
- KERB LINE
- POWER POLE AND STREET LIGHT
- POWER/ELECTRICAL BOX
- TRAFFIC SIGN BOX
- STREET LIGHT
- SERVICE PIT
- SERVICE MANHOLE
- SERVICE - HYDRANT CABINET
- BUS SHELTER
- BUS SIGN
- BUS SEAT

**TRAFFIC LIGHT POST**

**TRAFFIC CAMERA**

**PARKING SIGN**

**TRAFFIC SIGN**

**TRAFFIC CAMERA**

**PARKING METER**

**BOLLARD**

**BIN**

**MISC. BOX**

**TREES**

**PROJECT DATA**

PROJECT NUMBER: 60598451  
 SHEET TITLE: GENERAL CONCEPT DESIGN LAYOUT  
 SHEET 1 OF 11  
 SHEET NUMBER: 60598451-SHT-CV-1001

**PROJECT MANAGEMENT INITIALS**

DESIGNER	G. OBERGACHI	CHECKED	J. JANG
APPROVED	C. WARD	DATE	08/07/2019

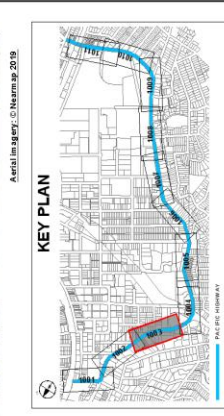
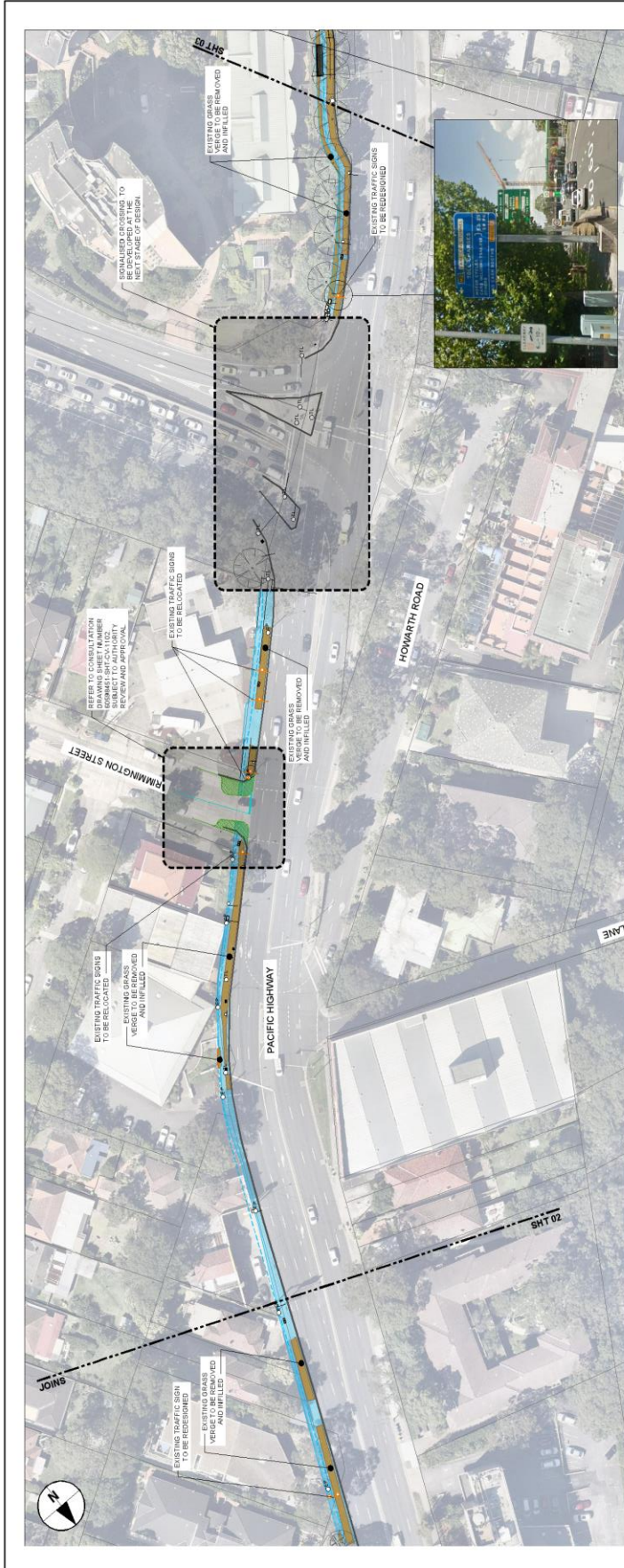
**FOR INFORMATION ONLY**

**CLIENT:** WILLOUGHBY CITY COUNCIL  
 31 CHATSWOOD NSW 2037  
 PROJECT: PACIFIC HIGHWAY SHARED PATH  
 CONSULTANT: AECOM Australia Pty Ltd  
 A.B.N. 20 083 848 825  
 www.aecom.com

150 A3 420mm x 297mm  
 LHM Rev 4: CHSR0A0201910-0271 LHM Print: CHSR0A0201910-0271 SHEETS: FINAL DESIGN SHEETS/60598451-SHT-CV-1001 DWG  
 The drawing is confidential and shall not be used for any purpose other than stated. The liability of this task, conditions, design and timing of this project have been agreed and accepted in accordance with the AECOM Quality Assurance System to ISO 9001:2000.







- NOTE:**
- CONCEPT DESIGN WAS DEVELOPED WITH AERIAL IMAGERY. NO TOPOGRAPHICAL SURVEY WAS UNDERTAKEN.
  - VEGETATION LOCATION IS APPROXIMATE AND WAS DEVELOPED USING AERIAL IMAGERY.
  - REFER TO THE WORKS SCHEDULE FOR QUANTITIES OF WORK.
  - SHARED PATH SIGNAGE AND LINE MARKING TO BE PROVIDED TO BE PROVIDED ALONG THE SHARED PATH. APPROPRIATE LOCATION AND WARNING SIGNS TO BE PROVIDED WHERE REQUIRED.
  - PRELIMINARY SIGNAGE MAY BE REQUIRED AT LOCATIONS ALONG THE SHARED PATH AND WOULD BE DEVELOPED AT THE DETAILED DESIGN STAGE.
  - REMOVAL OR RELOCATION OF TREES IS NOT PROPOSED.
  - CONCEPT DESIGN IS INDICATIVE ONLY. DO NOT DIMENSION OFF THE DRAWINGS.
  - PLANS TO BE PRINTED IN COLOUR.

- LEGEND (NEW):**
- 3m OFFSET
  - NEW INDICATIVE ROAD MARKING
  - PROPOSED SHARED PATH
  - VERGE TO BE RETAINED
  - PROPOSED NEW BUILD-OUT
- LEGEND (RELOCATE OR REMOVE):**
- TRAFFIC LIGHT POST
  - SERVICE GRATE
  - TRAFFIC CAMERA
  - PARKING SIGN
  - TRAFFIC SIGN
  - TRAFFIC CAMERA
  - PARKING METER
  - BOLLARD
  - MISC. BOX
  - TREES

- LEGEND (EXISTING):**
- PARCEL
  - POWER POLE AND STREET LIGHT
  - POWER/ELECTRICAL BOX
  - TRAFFIC SIGN BOX
  - STREET LIGHT
  - SERVICE PIT
  - SERVICE MANHOLE
  - SERVICE - HYDRANT CABINET
  - BUS SHELTER
  - BUS SIGN
  - BUS SEAT

**SUMMARY**

NO.	DESCRIPTION
1	TRAFFIC SIGNS TO BE REDESIGNED
2	TRAFFIC SIGNS TO BE RELOCATED

**PROJECT DATA**

ISSUE/REVISION	DATE	BY	DESCRIPTION
1	08/07/2019	J. JANG	CONCEPT DESIGN
2		C. WARD	APPROVED

**PROJECT MANAGEMENT INITIALS**

DESIGNER	CHECKED	APPROVED
G. CHEERAOJI	J. JANG	C. WARD

**PROJECT DATA**

DATE/TIME	BY	SURVEY	NO.

**CLIENT**  
WILLOUGHBY CITY COUNCIL  
CHARTERSWOOD NSW 2087  
Phone: (02) 9555 6448  
Council: 61 N 014 626 098

**AECOM** CONSULTANT  
AECOM Australia Pty Ltd  
A B N 20 0955 6448 925  
www.aecom.com

**PROJECT**  
PACIFIC HIGHWAY SHARED PATH

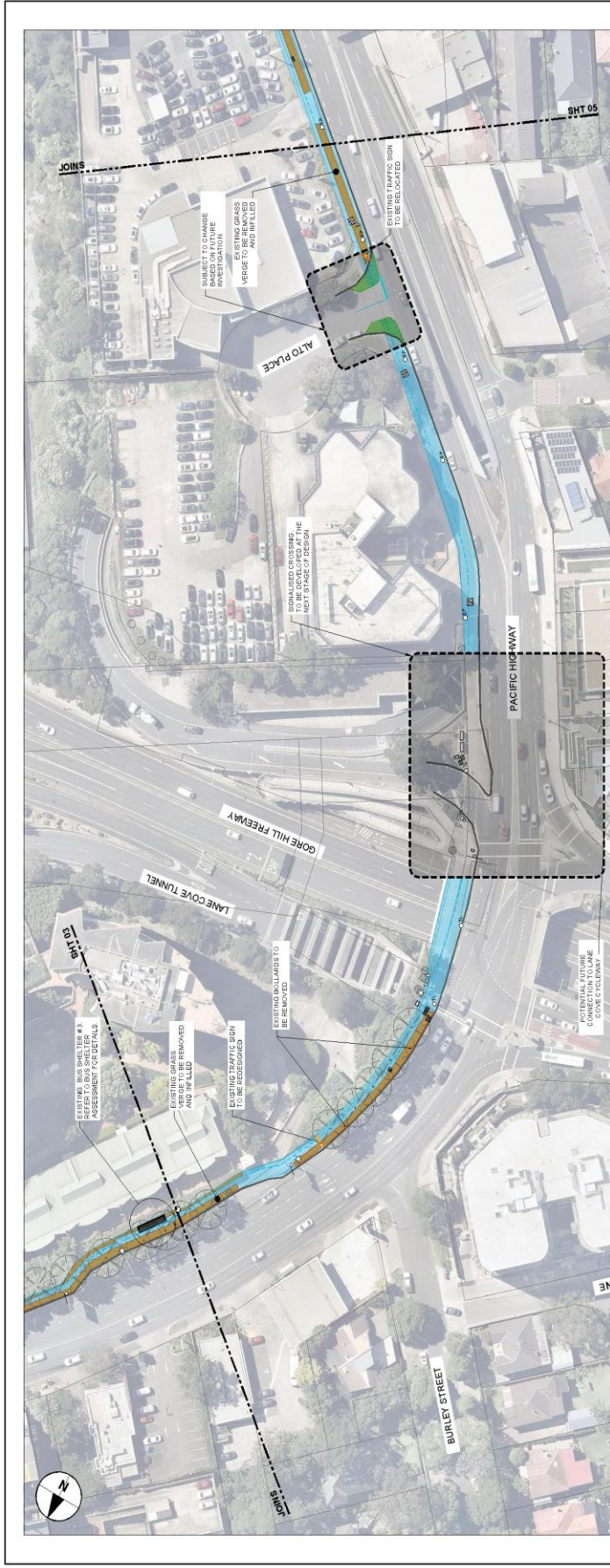
**CLIENT**  
WILLOUGHBY CITY COUNCIL

**PROJECT NUMBER**  
60598451

**SHEET TITLE**  
GENERAL CONCEPT DESIGN LAYOUT

**SHEET 3 OF 11**

**ISSUE/REVISION**  
PROJECT NUMBER: 60598451-SHT-CV-1003



- NOTE:**
- CONCEPT DESIGN WAS DEVELOPED WITH AERIAL IMAGERY. NO TOPOGRAPHICAL SURVEY WAS UNDERTAKEN.
  - KERB LINE LOCATIONS IS APPROXIMATE AND WAS DEVELOPED USING AERIAL IMAGERY.
  - REFER TO THE WORKS SCHEDULE FOR QUANTITIES OF WORK.
  - SHARED PATH SIGNAGE AND LINE MARKING TO BE PROVIDED TO BE PROVIDED ALONG THE SHARED PATH. APPROPRIATE DEFINITION AND WARNING SIGNS TO BE PROVIDED WHERE REQUIRED.
  - PARKING REQUIREMENTS MAY BE REQUIRED AT LOCATIONS ALONG THE SHARED PATH AND WOULD BE DEVELOPED AT THE DETAILED DESIGN STAGE.
  - REMOVAL OR RELOCATION OF TREES IS NOT PROPOSED.
  - CONCEPT DESIGN IS INDICATIVE ONLY. DID NOT DIMENSION OFF THE DRAWINGS.
  - PLANS TO BE PRINTED IN COLOUR.

**LEGEND (EXISTING):**

Parcel	TRAFFIC LIGHT POST
Power Pole and Street Light	SERVICE GRATE
Traffic Sign Box	TRAFFIC CAMERA
Street Light	PARKING SIGN
Service Pit	TRAFFIC SIGN
Service Manhole	PARKING METER
Service Hydrant Cabinet	BOLLARD
Bus Shelter	BN
Bus Seat	MISC BOX
	TREES

**LEGEND (NEW):**

3m OFFSET	NEW INDICATIVE ROAD MARKING
PROPOSED SHARED PATH	PROPOSED SHARED PATH
PROPOSED TO BE RETAINED	PROPOSED TO BE RETAINED
PROPOSED KERB BUILD-OUT	PROPOSED KERB BUILD-OUT

**LEGEND (RELOCATE OR REMOVE):**

EXISTING BOLLARDS TO BE REMOVED	EXISTING BOLLARDS TO BE REMOVED
EXISTING TRAFFIC SIGN TO BE REASSIGNED	EXISTING TRAFFIC SIGN TO BE REASSIGNED
EXISTING TRAFFIC SIGN TO BE RELOCATED	EXISTING TRAFFIC SIGN TO BE RELOCATED
POTENTIAL FUTURE COVE CYCLEWAY	POTENTIAL FUTURE COVE CYCLEWAY

**SUMMARY**

NO.	DESCRIPTION
1	TRAFFIC SIGN TO BE REDESIGNED
2	BOLLARDS TO BE REMOVED
1	TRAFFIC SIGN TO BE RELOCATED

**PROJECT DATA**

DATE/TIME	AREA	SURVEY	AREA

**PROJECT MANAGEMENT INITIALS**

DESIGNER	CHECKED	APPROVED
G. CHEERMAN	J. KING	C. WARD

**ISSUE/REVISION**

NO.	DESCRIPTION
1	TRAFFIC SIGN TO BE REDESIGNED
2	BOLLARDS TO BE REMOVED
1	TRAFFIC SIGN TO BE RELOCATED

**PROJECT NUMBER**  
60598451

**SHEET TITLE**  
GENERAL CONCEPT DESIGN LAYOUT

**SHEET 4 OF 11**

**CLIENT**  
WILLOUGHBY CITY COUNCIL  
31 VICTORIA ROAD  
CHATSWOOD NSW 2087  
Prepared for: WILLOUGHBY CITY COUNCIL AB N 47 974 820 099

**PROJECT**  
PACIFIC HIGHWAY SHARED PATH

**CONSULTANT**  
**AECOM**  
AECOM Australia Pty Ltd  
ABN 20 003 846 925  
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1:50 A 20mm x 27mm  
1:50 A 20mm x 27mm



**LEGEND (EXISTING):**

- PARCEL
- POWER POLE AND STREET LIGHT
- POWER/ELECTRICAL BOX
- TRAFFIC SIGN BOX
- STREET LIGHT
- SERVICE PIT
- SERVICE MANHOLE
- SERVICE - HYDRANT CABINET
- BUS SHELTER
- BUS SIGN
- BUS SEAT

**LEGEND (NEW):**

- 3m OFFSET
- NEW INDICATIVE ROAD MARKING
- PROPOSED SHARED PATH
- VERGE TO BE RETAINED
- PROPOSED KERB BUILD-OUT

**LEGEND (RELOCATE OR REMOVE):**

- TRAFFIC LIGHT POST
- SERVICE GRATE
- TRAFFIC CAMERA
- PARKING SIGN
- TRAFFIC SIGN
- TRAFFIC CAMERA
- PARKING METER
- BOLLARD
- BUS SEAT
- MISC. BOX
- TREES

**NOTE:**

- CONCEPT DESIGN WAS DEVELOPED WITH AERIAL IMAGERY. NO TOPOGRAPHICAL SURVEY WAS UNDERTAKEN.
- KERB LINE LOCATIONS IS APPROXIMATE AND WAS DEVELOPED USING AERIAL IMAGERY.
- REFER TO THE WORKS SCHEDULE FOR QUANTITIES OF WORK.
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- REMOVAL OR RELOCATION OF TREES IS NOT PROPOSED.
- CONCEPT DESIGN IS INDICATIVE ONLY. DO NOT DIMENSION OFF THE DRAWINGS.
- PLANS TO BE PRINTED IN COLOUR.

**KEY PLAN**

**SUMMARY**

NO.	DESCRIPTION
1	BOLLARDS TO BE REMOVED
2	TRAFFIC SIGN TO BE RELOCATED

**PROJECT DATA**

DRAWN	DATE	ISSUED	REVISION

**PROJECT NUMBER** 60598451

**SHEET TITLE** GENERAL CONCEPT DESIGN LAYOUT

**SHEET 5 OF 11**

**PROJECT IMPEMENTATION INITIALS**

DESIGNER	CHECKED	DATE	DESCRIPTION
G. CHERRYPART	J. JAMES	18/08/2019	CONCEPT DESIGN

**FOR INFORMATION ONLY**

**ISSUE/REVISION**

NO.	DESCRIPTION

**PROJECT DATA**

DRAWN	DATE	ISSUED	REVISION

**PROJECT NUMBER** 60598451

**SHEET TITLE** GENERAL CONCEPT DESIGN LAYOUT

**SHEET 5 OF 11**

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DESIGNER	CHECKED	DATE	DESCRIPTION
G. CHERRYPART	J. JAMES	18/08/2019	CONCEPT DESIGN

**FOR INFORMATION ONLY**

**ISSUE/REVISION**

NO.	DESCRIPTION

**PROJECT DATA**

DRAWN	DATE	ISSUED	REVISION

**PROJECT NUMBER** 60598451

**SHEET TITLE** GENERAL CONCEPT DESIGN LAYOUT

**SHEET 5 OF 11**

**PROJECT IMPEMENTATION INITIALS**

DESIGNER	CHECKED	DATE	DESCRIPTION
G. CHERRYPART	J. JAMES	18/08/2019	CONCEPT DESIGN

**FOR INFORMATION ONLY**

**ISSUE/REVISION**

NO.	DESCRIPTION

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 1: AECOM | AECOM PROJECTS | FINAL DESIGN SHEETS | CIVIL | 1005 DWG

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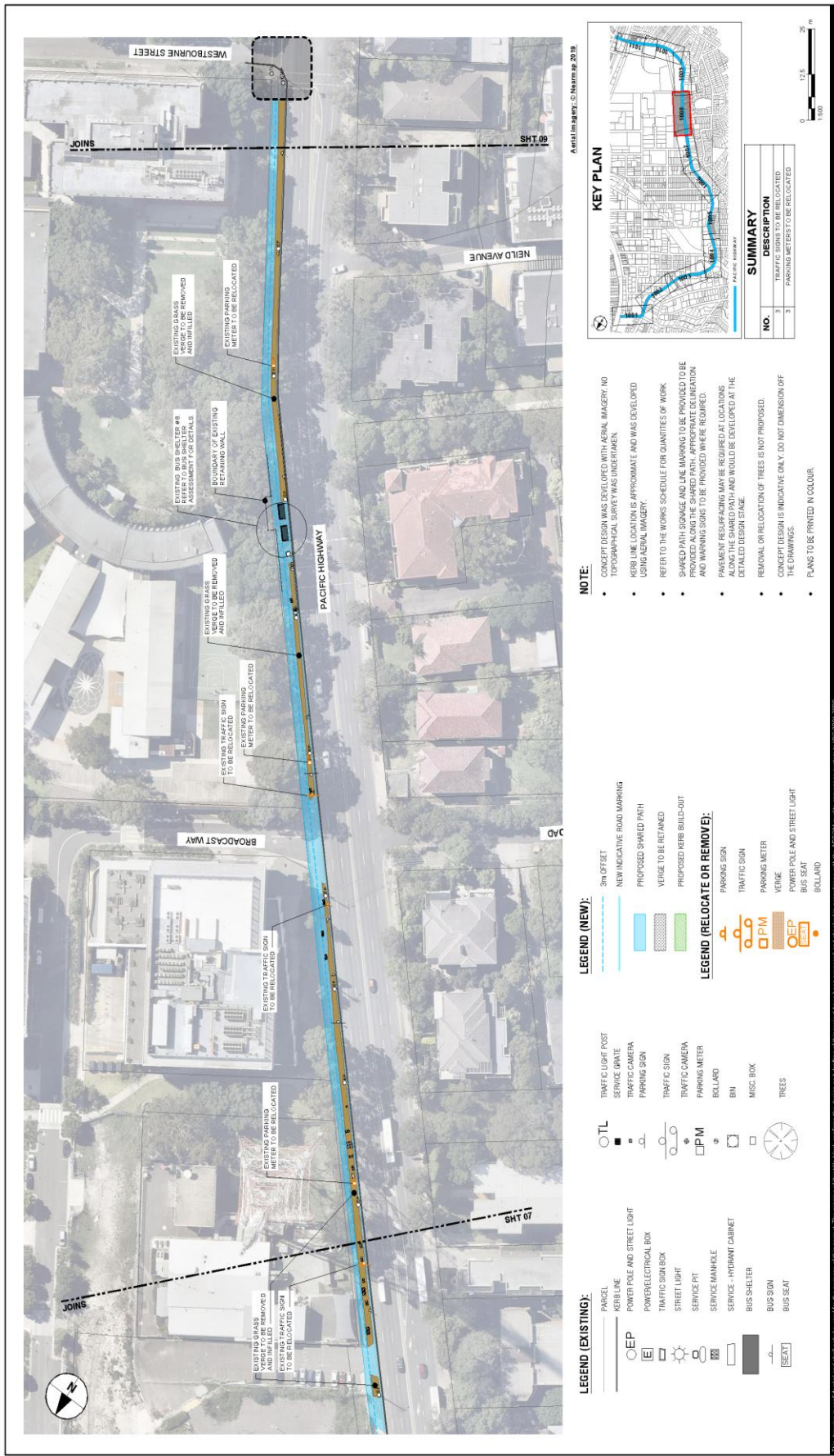
**CLIENT**  
**WILLOUGHBY CITY COUNCIL**  
 31 Vicer Street  
 CHATSWOOD NSW 2007  
 Prepared for: WILLOUGHBY CITY COUNCIL A/B N 47 874 826 059

**PROJECT**  
**PACIFIC HIGHWAY SHARED PATH**

**CLIENT**  
**WILLOUGHBY CITY COUNCIL**  
 31 Vicer Street  
 CHATSWOOD NSW 2007  
 Prepared for: WILLOUGHBY CITY COUNCIL A/B N 47 874 826 059







NO.	DESCRIPTION
1	TRAFFIC SIGNS TO BE RELOCATED
2	TRAFFIC SIGNS TO BE RELOCATED
3	PARKING METERS TO BE RELOCATED

NO.	DESCRIPTION
1	TRAFFIC SIGNS TO BE RELOCATED
2	TRAFFIC SIGNS TO BE RELOCATED
3	PARKING METERS TO BE RELOCATED

- NOTE:**
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  - SHARED PATH SIGNAGE AND LINE MARKING TO BE PROVIDED TO BE DEVELOPED AT A LATER STAGE. CONCEPT DESIGN INDICATIVE ONLY. DO NOT DIMENSION OFF THE DRAWINGS.
  - PARKING METERS TO BE PROVIDED WHERE REQUIRED.
  - PARKING METERS TO BE PROVIDED WHERE REQUIRED.
  - TRAFFIC SIGNS TO BE PROVIDED AT LOCATIONS INDICATED AND WOULD BE DEVELOPED AT THE DETAILED DESIGN STAGE.
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  - PLANS TO BE PRINTED IN COLOUR.

- LEGEND (NEW):**
- 3m OFFSET
  - NEW INDICATIVE ROAD MARKING
  - PROPOSED SHARED PATH
  - VERGE TO BE RETAINED
  - PROPOSED KERB BUILD-OUT
  - TRAFFIC SIGN
  - PARKING SIGN
  - TRAFFIC SIGN
  - PARKING METER
  - VERGE
  - POWER POLE AND STREET LIGHT
  - BOLLARD

- LEGEND (RELOCATE OR REMOVE):**
- TRAFFIC LIGHT POST
  - SERVICE URN
  - TRAFFIC CAMERA
  - PARKING SIGN
  - TRAFFIC SIGN
  - TRAFFIC CAMERA
  - PARKING METER
  - BOLLARD
  - BIN
  - MISC. BOX
  - TREES

- LEGEND (EXISTING):**
- PARCEL
  - KERB LINE
  - POWER POLE AND STREET LIGHT
  - POWER ELECTRICAL BOX
  - TRAFFIC SIGN BOX
  - STREET LIGHT
  - SERVICE PIT
  - SERVICE MANHOLE
  - SERVICE - HYDRANT CABINET
  - BUS SHELTER
  - BUS SIGN
  - BUS SEAT

**PROJECT DATA**

DATE	NO.	ISSUE/REVISION

**PROJECT MANAGEMENT INITIALS**

DESIGNER	CHECKED	APPROVED
G. UERAHAM	J. JANG	C. WARD

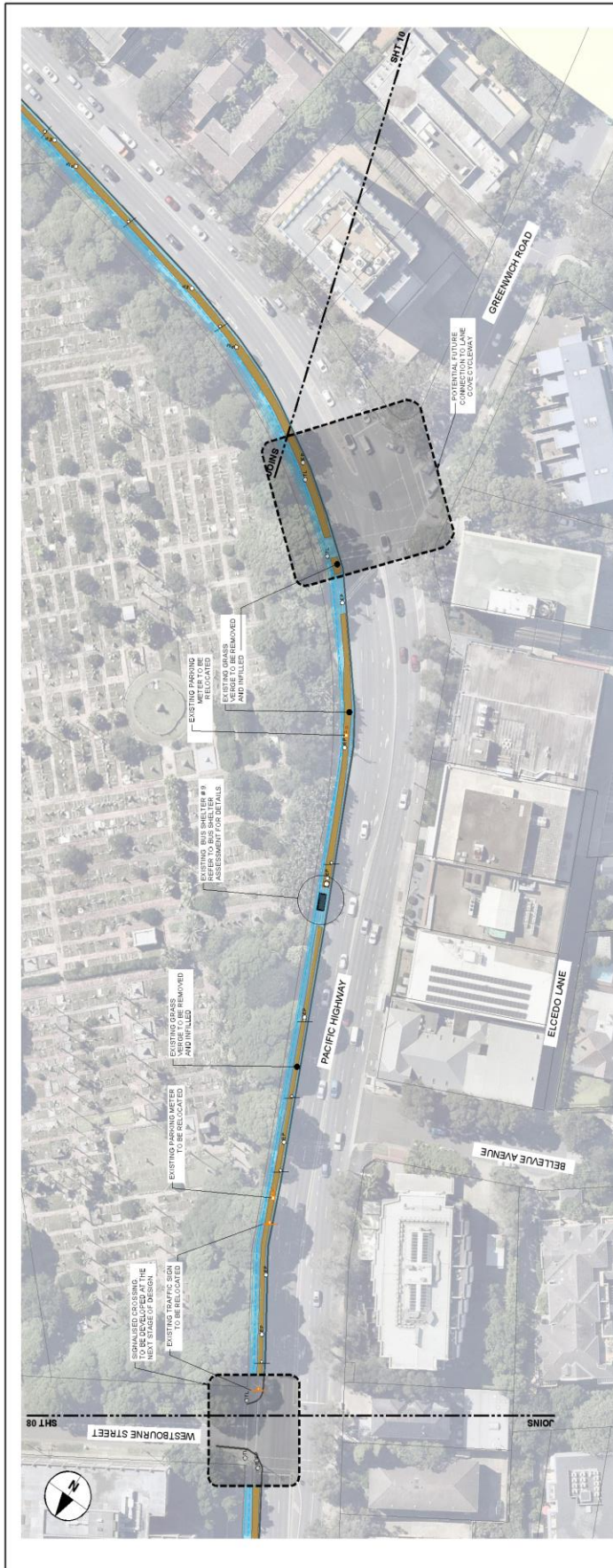
**FOR INFORMATION ONLY**

PROJECT NUMBER	60596451
SHEET TITLE	GENERAL CONCEPT DESIGN LAYOUT
SHEET NO. OF	11
SHEET NUMBER	60596451-SHT-CV-1008

**AECOM**  
 CONSULTANT  
 AECOM Australia Pty Ltd  
 Level 10, 100 South Street  
 Sydney, NSW 2000  
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**CLIENT**  
 WILLoughBY CITY COUNCIL  
 31 York Street  
 CHATSWOOD NSW 2007  
 Prepared for: WILLoughBY CITY COUNCIL, A.B.N. 47 974 826 099

150 A3 (2)Rev. 13/17.mxd LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08 LHM:TPM:2019-07-08



NO.	DESCRIPTION
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2	PARKING METERS TO BE RELOCATED

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  - PLANS TO BE PRINTED IN COLOUR.

- LEGEND (NEW):**
- 3m OFFSET
  - NEW INDICATIVE ROAD MARKING
  - PROPOSED SHARED PATH
  - VERGE TO BE RETAINED
  - PROPOSED KERB BUILD-OUT
- LEGEND (RELOCATE OR REMOVE):**
- TRAFFIC LIGHT POST
  - SERVICE GRATE
  - TRAFFIC CAMERA
  - PARKING SIGN
  - TRAFFIC SIGN
  - TRAFFIC CAMERA
  - PARKING METER
  - BOLLARD
  - BN
  - MISS BOX
  - TREES
  - TRAFFIC SIGN
  - PARKING SIGN
  - PARKING METER
  - VERGE
  - POWER POLE AND STREET LIGHT
  - 80'S SIGN
  - BOLLARD

- LEGEND (EXISTING):**
- PARALLEL
  - POWER POLE AND STREET LIGHT
  - POWER ELECTRICAL BOX
  - TRAFFIC SIGN BOX
  - STREET LIGHT
  - SERVICE PIT
  - SERVICE MANDOLE
  - SERVICE - HYDRANT CABINET
  - BUS SHELTER
  - BUS SIGN
  - BUS SEAT
  - SEAT
  - OTL
  - TRAFFIC LIGHT POST
  - SERVICE GRATE
  - TRAFFIC CAMERA
  - PARKING SIGN
  - TRAFFIC SIGN
  - TRAFFIC CAMERA
  - PARKING METER
  - BOLLARD
  - BN
  - MISS BOX
  - TREES

**AECOM CONSULTANT**  
 AECOM Infrastructure Pty Ltd  
 A/E/N 20 000 848 925  
 www.aecom.com

**PROJECT**  
 PACIFIC HIGHWAY  
 SHARED PATH

**CLIENT**  
 WILLOUGHBY CITY COUNCIL  
 31 Victor Street  
 CHATSWOOD NSW 2067  
 Prepared for - WILLOUGHBY CITY COUNCIL A/E/N 21 914 026 099

**PROJECT DATA**

TITLE	NO.	SURVEY	DATE
GENERAL CONCEPT DESIGN LAYOUT	1		

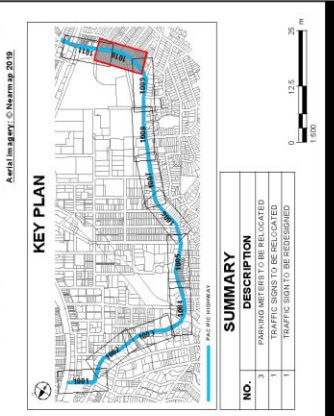
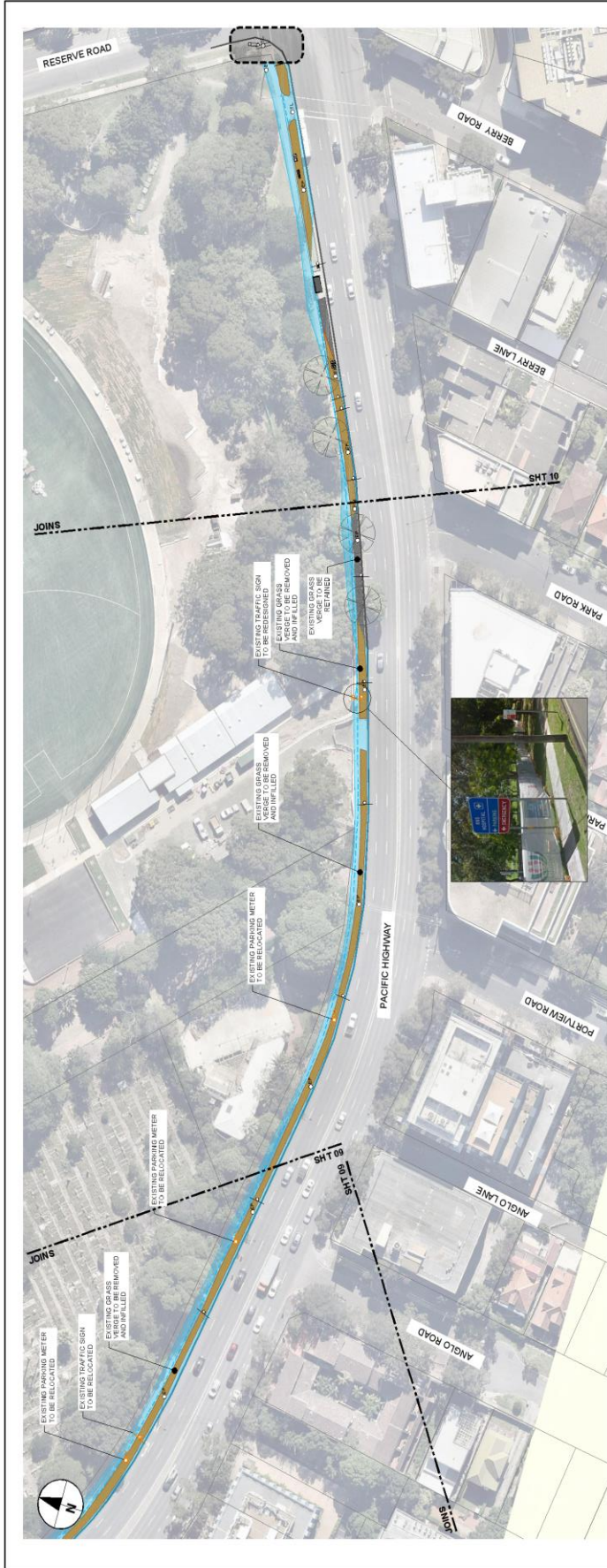
**ISSUE/REVISION**

NO.	DESCRIPTION	DATE
1	GENERAL CONCEPT DESIGN LAYOUT	08/07/2019
2	CONCEPT DESIGN	

**PROJECT NUMBER** 60598451  
**SHEET TITLE** GENERAL CONCEPT DESIGN LAYOUT  
**SHEET 9 OF 11**  
**SHEET NUMBER** 60598451-SHT-CV-1009

**FOR INFORMATION ONLY**

This drawing is confidential and shall only be used for the purpose of this project. The signing of this time block confirms the design and details of this project have been prepared and checked in accordance with the AECOM Quality Assurance system to ISO 9001:2000.



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**LEGEND (NEW):**

- 3m OFFSET
- NEW INDICATIVE ROAD MARKINGS
- PROPOSED SHARED PATH
- VERGE TO BE RETAINED
- PROPOSED KERB BUILD-OUT
- VERGE TO BE REMOVED

**LEGEND (RELOCATE OR REMOVE):**

- PARKING SIGN
- TRAFFIC SIGN
- PARKING METER
- VERGE
- POWER POLE AND STREET LIGHT
- BUS SEAT
- BOLLARD

**LEGEND (EXISTING):**

- PARCEL
- TRAFFIC LIGHT POST
- POWER POLE AND STREET LIGHT
- POWER ELECTRICAL BOX
- TRAFFIC SIGN BOX
- STREET LIGHT
- SERVICE PIT
- SERVICE MANHOLE
- SERVICE - HYDRANT CABINET
- BUS SHELTER
- BUS SIGN
- BUS SEAT
- TRAFFIC CAMERA
- PARKING METER
- BOLLARD
- MISC. BOX
- TREES

**LEGEND (NEW):** (continued)

- TRAFFIC LIGHT POST
- SERVICE CHUTE
- TRAFFIC CAMERA
- PARKING SIGN
- TRAFFIC SIGN
- TRAFFIC CAMERA
- PARKING METER
- BOLLARD
- BN
- MISC. BOX
- TREES

**LEGEND (EXISTING):** (continued)

- TRAFFIC LIGHT POST
- SERVICE CHUTE
- TRAFFIC CAMERA
- PARKING SIGN
- TRAFFIC SIGN
- TRAFFIC CAMERA
- PARKING METER
- BOLLARD
- BN
- MISC. BOX
- TREES

**LEGEND (EXISTING):** (continued)

- PARCEL
- TRAFFIC LIGHT POST
- POWER POLE AND STREET LIGHT
- POWER ELECTRICAL BOX
- TRAFFIC SIGN BOX
- STREET LIGHT
- SERVICE PIT
- SERVICE MANHOLE
- SERVICE - HYDRANT CABINET
- BUS SHELTER
- BUS SIGN
- BUS SEAT
- TRAFFIC CAMERA
- PARKING METER
- BOLLARD
- MISC. BOX
- TREES

PROJECT DATA		ISSUE/REVISION	
DATE	NO	DATE	NO

**PROJECT NUMBER:** 60598451  
**SHEET TITLE:** GENERAL CONCEPT DESIGN LAYOUT  
**SHEET NO OF 11:**

DESIGNER	CHECKED	APPROVED	DATE	DESCRIPTION
G. CHEERAOJI	J. JANG	C. WARD	08/02/2019	CONCEPT DESIGN

**PROJECT MANAGEMENT INITIALS:**

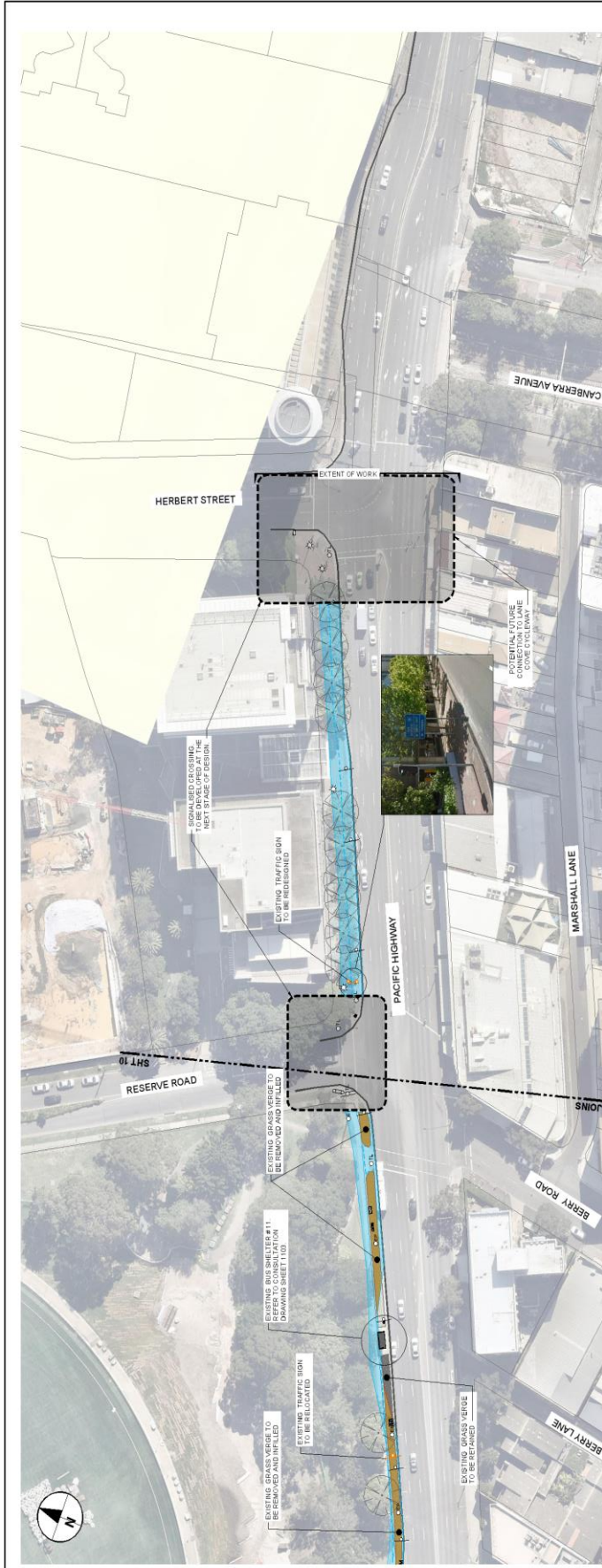
DESIGNER	CHECKED	APPROVED
G. CHEERAOJI	J. JANG	C. WARD

**FOR INFORMATION ONLY**

**PROJECT:** PACIFIC HIGHWAY SHARED PATH  
**CLIENT:** WILLOUGHBY CITY COUNCIL  
**CONSULTANT:** AECOM AUSTRALIA PTV LTD  
31 VICTORIA STREET, CHANNINGWORTH VIC 3177 AUSTRALIA  
TEL: 61 8 849 9445  
WWW.AECOM.COM

**PROJECT NUMBER:** 60598451  
**SHEET NUMBER:** 60598451-SHT-CV-1010





**KEY PLAN**

NO.	DESCRIPTION
1	TRAFFIC SIGN TO BE RELOCATED
2	TRAFFIC SIGN TO BE PREDESIGNED

**SUMMARY**

NO.	DESCRIPTION
1	TRAFFIC SIGN TO BE RELOCATED
2	TRAFFIC SIGN TO BE PREDESIGNED

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  - PLANS TO BE PRINTED IN COLOUR.

**LEGEND (NEW):**

- 3m OFFSET
- NEW INDICATIVE ROAD MARKINGS
- PROPOSED SHARED PATH
- VERGE TO BE RETAINED
- PROPOSED KERB BUILD-OUT

**LEGEND (RELOCATE OR REMOVE):**

- TRAFFIC SIGN
- PARKING SIGN
- TRAFFIC SIGN
- PARKING METER
- VERGE
- POWER POLE AND STREET LIGHT
- BUS SEAT
- BOLLARD

**LEGEND (EXISTING):**

- PARCEL
- POWER LINE
- POWER POLE AND STREET LIGHT
- POWER/ELECTRICAL BOX
- TRAFFIC SIGN BOX
- STREET LIGHT
- SERVICE PIT
- SERVICE MANHOLE
- SERVICE - HYDRANT CABINET
- BUS SHELTER
- BUS SIGN
- BUS SEAT

**CLIENT**  
WILLOUGHBY CITY COUNCIL  
31 Victor Street  
CAMERON HILLS VIC 3087

**PROJECT**  
PACIFIC HIGHWAY SHARED PATH

**CONSULTANT**  
AECOM Australia Pty Ltd  
A/B N 20 055 848 925  
www.aecom.com

**PROJECT DATA**

DATE/TIME	ISSUE	ISSUE/REVISION

**PROJECT NUMBER** 60598451  
**SHEET TITLE** GENERAL CONCEPT DESIGN LAYOUT  
**SHEET 11 OF 11**  
**SHEET NUMBER** 60598451-SHT-CV-1011

**PROJECT MANAGEMENT INITIALS**

DESIGNER	CHECKED	APPROVED	G WARD

**FOR INFORMATION ONLY**

## ATTACHMENT 4



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 Level 21, 420 George Street +61 2 8934 0001 fax  
 Sydney NSW 2000 ABN 20 093 846 925  
 PO Box Q410  
 QVB Post Office NSW 1230  
 Australia  
 www.aecom.com

## Memorandum

To	Willoughby City Council	Page	1
CC	Jack Jiang (AECOM) Anoop Sridhar (AECOM)		
Subject	Pacific Highway Shared Path, Artarmon to St Leonards. Summary of Community Engagement		
From	Idris Jones (AECOM)		
File/Ref No.	60598451	Date	06-Jun-19

### 1.0 Background

Willoughby City Council (Client) commissioned AECOM to undertake the route assessment and concept design for a bicycle shared path between Artarmon and St Leonards that will integrate into the Sydney's Principle Bike Network, as well as connecting to the centres and destinations in all directions on lower order bicycle networks.

The project objectives, as agreed with Willoughby Council, are:

- Develop a safe, coherent, direct and comfortable off-road cycling route along the eastern footpath of the Pacific Highway;
- Connect the Artarmon to St Leonards train station with a connection to the Gore Hill Freeway shared path and Lane Cove LGA bike lanes;
- Determine a 'fit for purpose' shared path and adopt an approach to "achieve the best out of existing assets";
- Provide a 3m wide shared path (reduce to 2.5m if required, with proper justification);
- Pedestrians and cyclists will need to receive more priority to ensure road safety is increased.

### 1.1 Purpose of this memo

The purpose of this memo is to compile and summarise the community feedback received for the project during the consultation period from 26 April 2019 – 17 May 2019. It provides insight into the community's perspectives and insights, that will support the project design and outcome.

### 1.2 Community consultation

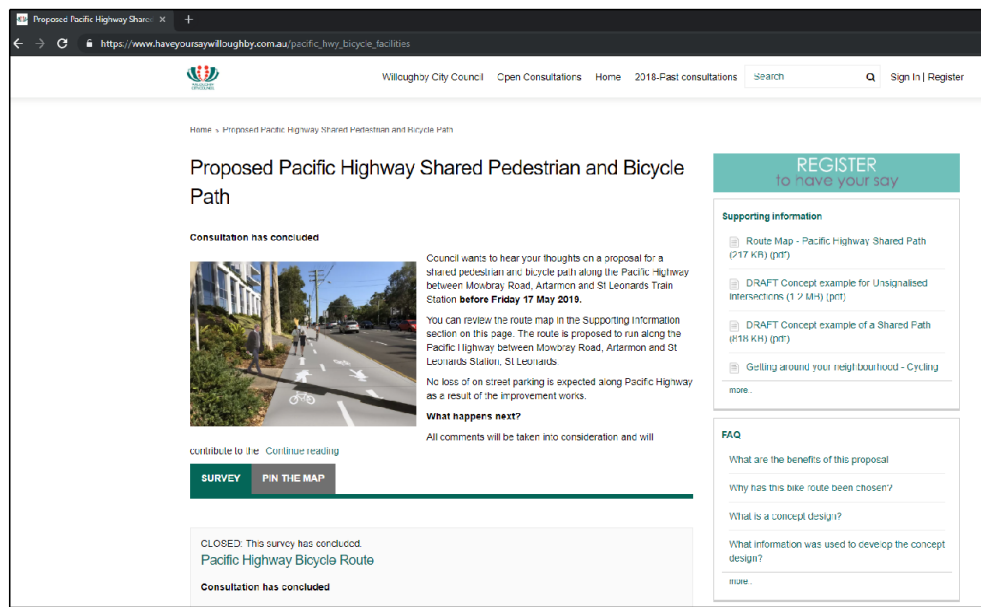
The consultation exercise was undertaken primarily through the Council's website at the following page: [https://www.haveyoursaywilloughby.com.au/pacific\\_hwy\\_bicycle\\_facilities](https://www.haveyoursaywilloughby.com.au/pacific_hwy_bicycle_facilities)

The consultation page included details regarding the project with the proposed route and supporting information like sample drawings and 3D renders indicating the proposal. The page also allowed for providing feedback through a map, which provides an option for including location specific feedback by the community. A snapshot from the webpage setup for the consultation exercise is presented in

Figure 1



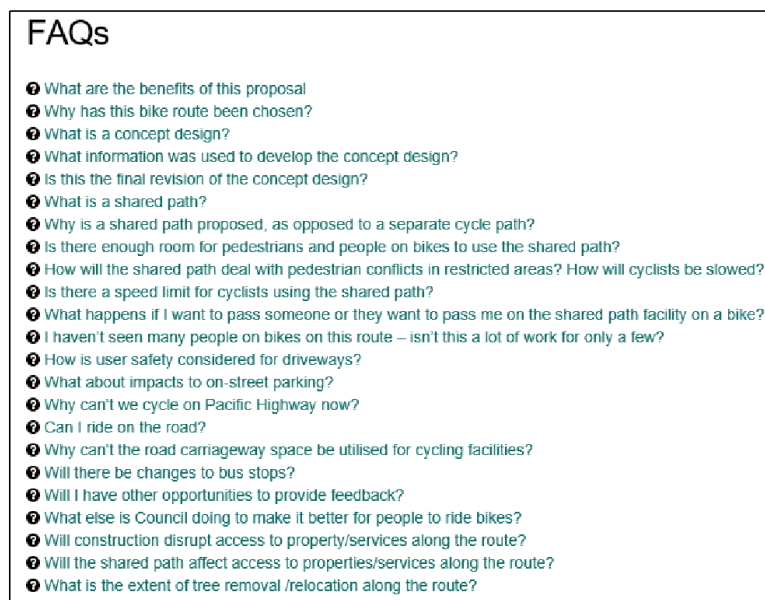
Figure 1 Community Consultation Webpage hosted by Willoughby City Council



(Source: [https://www.haveyoursaywilloughby.com.au/pacific\\_hwy\\_bicycle\\_facilities](https://www.haveyoursaywilloughby.com.au/pacific_hwy_bicycle_facilities))

The page also had a comprehensive FAQ section, which provided responses to some commonly asked questions as indicated in the extract taken from the Council's website presented in Figure 2

Figure 2 FAQ Section on the Community Consultation page



(Source: [https://www.haveyoursaywilloughby.com.au/pacific\\_hwy\\_bicycle\\_facilities/faqs](https://www.haveyoursaywilloughby.com.au/pacific_hwy_bicycle_facilities/faqs))

\\ausyd1fp001\projects\605\A60598451\400\_tech\432\_urban\05-comms & engagement\02\_consultation memo\190606\_pacific highway shared path\_community engagement\_feedback\_memo.docx  
2 of 10



In addition to the webpage setup for the consultation, a drop-in session was conducted for the community on 8<sup>th</sup> May between 6pm and 8pm at the exhibition area within the TAFE campus at St Leonards. The drop-in session had limited attendance but received positive feedback from the community.

**1.3 Methodology**

241 individual responses and two submissions were received through the consultation webpage and these were reviewed in detail. Three key themes were then identified, and comments were either quoted or collated with those of similar wording. They were then grouped within these themes and combined into sub-groups when applicable. If points were repeated, they were placed higher within the list. Comments from the 'Other' option within the survey were included in this process. Charts were generated directly from the survey and during the feedback analysis.

**2.0 The project**

The shared path is proposed along the eastern footpath of Pacific Highway, with the primary users of the infrastructure expected to be commuters, users with key destinations along the route or people using the facilities for recreational purposes. The overall route is divided into six sections in function of the frontage land-use characteristics as illustrated in Figure 3

Figure 3 The Artarmon to St Leonards route



Source: Google Maps, modified by AECOM, 2019

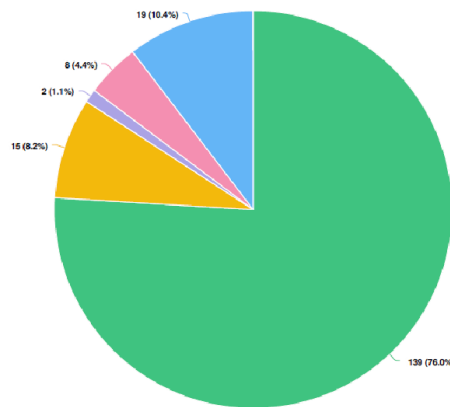
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3 of 10



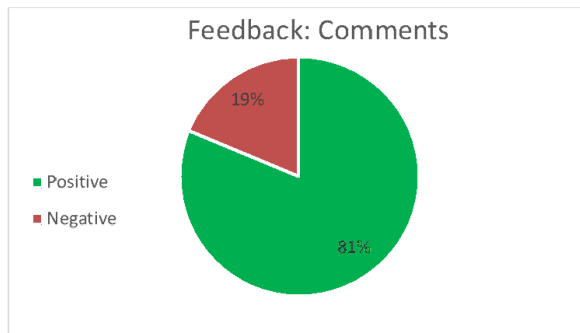
3.0 Community feedback

3.1 Graphs

Q1 What is your level of support for a proposed Pacific Highway Shared Path facility?



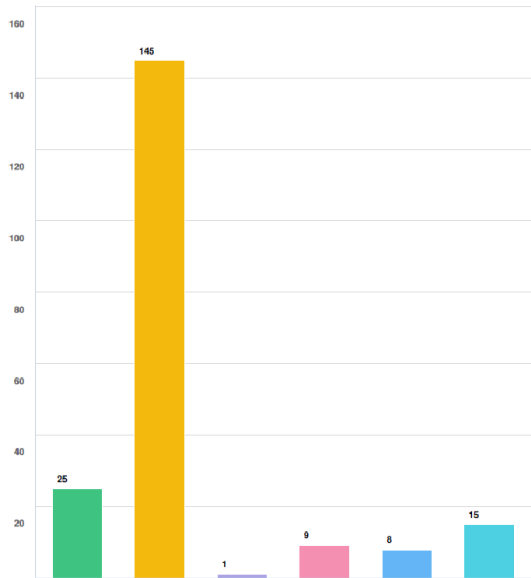
Question options  
 ● Strongly Support ● Support ● Neutral ● Oppose ● Strongly Oppose  
 (183 responses, 0 skipped)



- Survey received over 180 responses.
- An overwhelming majority strongly support the project (>75%).
- Approximately 15% do not support the Shared Path design.
- Very few have a neutral take on the design.
- There were over 240 people who made comments, with 2 formal submissions also provided by advocacy groups (Bike North & Bicycle NSW).
- Level of support was also reflected in the comments.
- Much of the commentary praised the improvement in safety, with suggestions for detailed design refinement.
- Majority of negative comments cited concerns about actual benefits of project and safety issues created by combining pedestrians and bicycles in a constrained area.
- The discrepancy in percentages was due to a small number who support the project in principle but think the design should go further.



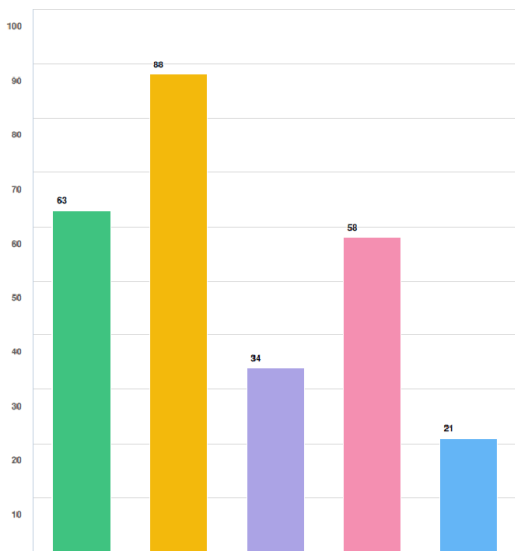
Q4 What is your appetite for cycling in the Willoughby City Council LGA?



**Question options**  
 I already cycle enough    I would like to cycle more if there are safer facilities    I have not considered cycling as an option  
 I like the idea of cycling, but it is inconvenient for me    I would not cycle    Other, comment  
 Optional question (183 responses, 0 skipped)

- There is an overwhelming desire by the community to cycle more, if facilities are made safer.
- This reflects the narrative of the other comments.
- This implies that investment in cycling facilities by Willoughby City Council will be favourably received in the future.
- 25 people would not increase the amount they cycle even if this path was provided.
- Making cycling more convenient in the area would increase the number of cyclists slightly.

Q6 What is your main mode of transport along Pacific Highway between Mowbay Road and St Leonards train station? Some or all route extent.

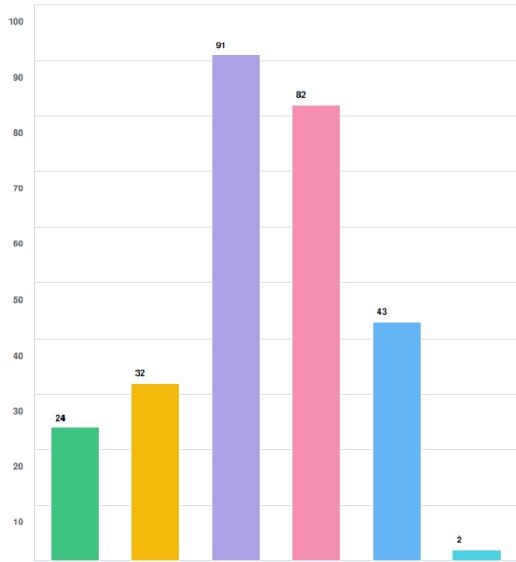


**Question options**  
 I currently cycle along all or some of the proposed shared path    I currently drive along all or some of the proposed shared path  
 I currently walk along all or some of this proposed shared path  
 I currently catch public transport along all or some of this proposed shared path    Other, Comment  
 (183 responses, 0 skipped)

- Over half of the survey respondents already cycle or walk on the proposed route (in-part or entirely).
- Nearly half of the survey respondents drive along the route, reflecting a large group of potential users in the future.
- Nearly 60 people use public transport along the proposed route (in-part or entirely).
- This implies that there is a good opportunity to change residents' travel behaviour and encourage more walking and cycling.
- Less than 2% of respondents don't use the route.

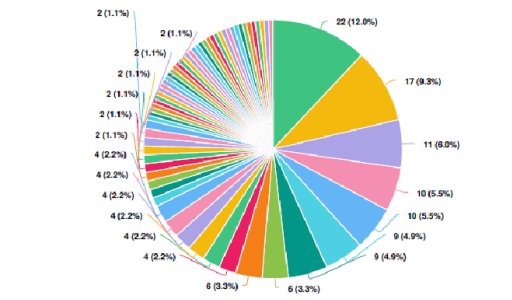


Q8 How would you see yourself use the new shared path along Pacific Highway once it's built?



**Question options**  
 I already walk along there I already cycle along there I would like to use the facility for recreational purposes  
 I would like to use the facility to go to work / school I would cycle to the train station or bus stops Other, comment  
 (183 responses, 0 skipped)

Q10 What is your residential suburb?



**Question options**  
 ARTARMON, NSW CHATSWOOD, NSW WILLOUGHBY, NSW WILLOUGHBY EAST, NSW  
 NAREMBURN, NSW NORTH WILLOUGHBY, NSW LANE COVE NORTH, NSW ROSEVILLE, NSW  
 LANE COVE, NSW ST LEONARDS, NSW WOLLSTONECRAFT, NSW WILLOUGHBY NORTH, NSW  
 MIDDLE COVE, NSW CHATSWOOD WEST, NSW NEUTRAL BAY, NSW CASTLE COVE, NSW  
 LINDFIELD, NSW TURRAMURRA, NSW PENNANT HILLS, NSW LANE COVE WEST, NSW  
 SYDNEY, NSW EAST LINDFIELD, NSW CROWS NEST, NSW NORTHBRIDGE, NSW  
 FIVE DOCK, NSW HURLSTONE PARK, NSW FRENCHS FOREST, NSW MENAI CENTRAL, NSW  
 HURRABA POINT, NSW PARRAMATTA, NSW STANMORE, NSW QUEENS BEACH, QLD  
 NORTH SYDNEY, NSW ROSEVILLE CHASE, NSW MAROUBRA, NSW EAST KILLARA, NSW  
 NEWTOWN, NSW MATRAVILLE, NSW GAMMERAY, NSW LONG BEACH, NSW EPPING, NSW  
 KILLARNEY, VIC ROSEBERY, NSW MAROUBRA JUNCTION, NSW ERSKINEVILLE, NSW  
 KEMPSEY, NSW MARSFIELD, NSW GOROON, NSW LAKEMBA, NSW NORTHBRIDGE, WA  
 BECROFT, NSW CASTLEGRAG, NSW MACQUARIE PARK, NSW PYRMONT, NSW  
 ASHFIELD, NSW MOSMAN, NSW NORTH SYDNEY SHOPPINGWORLD, NSW CASTLE HILL, NSW  
 NANLY, NSW ROZELLE, NSW NORTH GOSFORD, NSW WEST PYMBLE, NSW HORNSBY, NSW  
 NORTH EPPING, NSW  
 (183 responses, 0 skipped)

- The clear majority of respondents would utilise the route for recreation purposes or commuting to and from work/school.
- Over 40 people would utilise the path to access public transport (bus stops or train station).
- 56 people already utilise the route for walking or cycling.

- Most respondents are from the impacted suburbs.
- This reflects that locals are engaged in the project and desire favourable outcomes.
- There was also feedback from the wider area, reflecting the interest in the project and engagement for improved cycling and pedestrian infrastructure by the population.



### 3.2 Key Themes

The responses received from the community as part of the consultation exercise was grouped into three key themes – *Safety concerns, Design suggestions and Broader desires*. A summary of responses under each theme is below.

#### 3.2.1 Safety Concerns

- Priority to pedestrians over bike riders.
- Mix of people and bikes, travelling at different speeds will create conflict and danger of spilling onto road
  - Cyclists with 'reasonable speed' will use road anyway to avoid people
- Walking will be less safe due to sharing with bikes
- Ability to maintain path width around bus shelters, poles etc. (if they cannot be moved)
- Speed of cyclists in certain areas (due to steeper gradients) creating potential hazard if pedestrian with pram (or similar object) is also using path. Busy traffic leaves cyclist forced off path to be exposed to live traffic due to narrow width.
- Street furniture, including signage, street poles and parking meters should be eliminated where unnecessary and moved closer to the kerb/location with greater capacity (Parking Meters especially)
  - Warringah Road outside the NB Hospital
- Chance of conflict between bus patrons and path users increased with existing bus shelter locations away from kerb.
- Bus shelters with advertising boards limit visibility and increase footprint.

#### 3.2.2 Design Suggestions

##### *Intersections*

- Bike signal priority.
- Maintain gradient of path at intersection to ensure right of way.
- Signalised pedestrian crossings: Bike lanterns to be added
  - Direct wide kerb ramps to the latest Transport for NSW standard. The green signal should be responsive for bikes and pedestrians and not have a cancellation setting. If possible, green signals should be triggered in advance of the intersection.
  - Better coordination of Gore Hill Freeway intersection.
- Marked pedestrian crossings: Legal and safe method to allow riding
  - Any ramps that may be required for a crossing should be rideable, to Transport for NSW standards and without obstructions. Motorists should be positioned for the best possible visibility of pedestrians and bike riders.
  - Adopt Queensland Road Rule to allow riders to use pedestrian crossings.
- "Pelican lights for cars turning into side streets".

##### *Route*

- Extend to:
  - North Sydney
  - Boundary Road and beyond to the Crows Nest Metro
  - Boundary Street to St Leonards





- Mowbray to Penshurst Street
- Chatswood and St Leonards
- "Extend the planned path by a few metres past the St Leonards Station to the Christie St traffic lights so cyclists can cross Christie St and then the Pacific Hwy at the Christie St traffic lights and continue along Christie St South / Nicholson St towards the Sydney Harbour Bridge".

#### *Design Elements*

- Wider than 3m desired.
  - Take proactive and bold measures to maintain this width if obstacle arises
- Ensure signage of path is clear to motorists.
- "Improves ride quality" – better gradient.
- "Water drinking facility/Bike Storage" and/or parking.
- Place barriers between road and bike path.
- Path and signage design should be conscious of approach to St Leonards/St Leonards Station due to higher pedestrian activity
  - Bike North suggest a separated facility or 4m path with suitable signage from ex ABC site onwards
- Ensure that parked cars don't block visibility for drivers entering and exiting driveways
- "30km/hr is too fast"
- Sign speed limit for cyclists downhill. Require cyclists to warn pedestrians in front.
- Blue line marking strategy initiated by the City of Sydney and taken up by neighbouring councils, including North Sydney to be adopted for this project.
- Signage for earphones – to remove them/be aware.
- Street furniture to remove impact of noise.
- Retain street trees as much as possible (replace those that need removing to enable Shared Path design).
- "Use non-slippery paint".
- Bus shelters nearer to kerb to allow shared path behind
  - Work with land owners to utilise spare capacity to create better walking and bike environment

#### *Considerations*

- Split pedestrian and cycle path (Most negative comments).
- Coordinate with local parties and land owners to utilise space parallel and adjacent to path to ensure width of path is maintained and safety is not compromised at higher risk areas (gradient/corner/accessway/street furniture).
- Driveway markings and signage need to make motorists aware of presence of shared path and its users
  - "yellow and black striped marking for full extent of driveway"
- Move Gore Hill Cemetery fence back 1 metre (Coordinating with relevant parties), utilising parallel nature strip. Emphasis on ensuring design is not compromised here due to proximity to St Leonards Station, North Sydney TAFE and Westbourne Avenue hospitals.



- Copy design from:
  - Epping road through Lane Cove
  - 3 lanes along M1 Freeway
- (Parking Meters) Parking necessity along Pacific Highway questioned by Bike North, electronic means could replace infrastructure, removing hazard/cost of moving.

#### Concerns

- Introduces additional conflicts at intersections.
- Lessons from existing paths in area:
  - Shared path should not be of the (low) quality currently present between Carlotta Street and Hotham Parade (and should be resurfaced to a 3m width also)
  - Unsignalized road crossings excessive width, especially at Dickson Avenue and Whiting Street, result in an unsafe crossing environment for pedestrians and bike riders.
  - "Lack of property fences has allowed encroachment by business owners on path"
  - Learn from Lane Cove Rd example.
- "You now know this is a hazardous design and we WILL sue you for EVERY injury that happens on it!"
- Cars benefit more.
- Cars impacted more.

### 3.2.3 Broader Desires

#### Planning

- When possible, acquire land to enable a separated cycle path in the future.
  - Hope design is an interim solution towards fully separated infrastructure.
- Connect to other bike paths
  - Willoughby paths
- Have shared path on other-side as well.
- "Bus priority on outer lanes".
- Remove parking – induces demand.
- Allow electric skateboards and e-scooters.
- More off-road paths in area.
- Remove bikes from city's paths– safety hazard.

#### Location

- Unfinished shared path outside ex ABC site should be upgraded to the original proposed 3m width and completed.
- Should be completed within 2 years and not let other development project delay/compromise it.
- Beyond completion of Western Harbour Tunnel, potential for one lane of highway to be dedicated to pedestrians and bicycles.
- "Street intersections such as at Dickson Avenue and Whiting Street, which are notably wide, should be narrowed to minimise the distance that pedestrians and bike riders are unprotected



from cars which fail to give way - threshold treatments may need to be installed in some locations".

- "Use Gore Hill Cemetery and force developers of ex ABC site to contribute land and funds to join it up through Artarmon industrial area to existing bike path along Gore Hill Freeway".

#### *Wider outcomes*

- Improves connectivity to key areas on either side of Pacific Highway (facilities, employment and population).
- Improves active-mode uptake and enables usage for commuters, families of all ages.
- Reduces greenhouse gas emissions.
- Enables smoother traffic flow.
- Keep showing that bicycles have a place in traffic management plans.
- "Improves cycle skills".
- Need for more safe North-South bike routes.
- Legalises cyclists' habits already.
- Improves intersection safety between local roads and bicycle routes.

#### **Other**

- Bike North fully endorse design proposal.
- Bicycle NSW is in favour of Shared Path and endorse Bike North submission.
- FAQ was good.

#### **4.0 Summary**

The community feedback from consultation periods reflects overwhelming support for the Shared Path along Pacific Highway. This positive sentiment is reflected in both the survey questions and comments. While several design elements have been suggested and need to be considered, the project is largely endorsed by the community, who primarily seek improvements to safety for cyclists and pedestrians. Other desires include improved street design, extensions to the project and broader outcomes such as connectivity with the wider network and more active modes. A small section of the community opposes the Shared Path, predominately citing safety concerns about combining walking and cycling, and scepticism about the project's benefits. Many of those opposed to the proposed shared path seek separated paths for cyclists and pedestrians.

## 4.2 HERBERT STREET AND ELLA STREET, ST LEONARDS - PEDESTRIAN AND BICYCLE IMPROVEMENT WORKS

<b>ATTACHMENTS:</b>	<b>1. PEDESTRIAN REFUGE ISLANDS AND BICYCLE PATH DESIGN PLAN</b>
<b>WARD:</b>	<b>NAREMBURN WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>DANIEL SUI - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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### 1. PURPOSE OF REPORT

To approve the implementation of a new pedestrian refuge, cycle lane and lighting enhancements, with all associated signs and pavement markings at the intersection of Herbert Street and Ella Street, Naremburn.

### 2. TRAFFIC COMMITTEE RECOMMENDATION

**That Council approve the construction of a new pedestrian crossing, continuous cycle lane and street lighting enhancement with all associated signs and pavement markings at the intersection of Herbert Street and Ella Street, Naremburn as per Attachment 1.**

### 3. BACKGROUND

Roads and Maritime Services and Council have identified Herbert Street and Ella Street, Naremburn as requiring road safety improvements for both pedestrians and cyclists.

Herbert Street and Ella Street are both local roads that are classified as sub-arterial in Council's road functional hierarchy. Herbert Street forms an important link in the Artarmon and St Leonards road network with State, Regional and local roads. The location of the intersection is provided in the Locality Plan.

Herbert Street is a four lane (two traffic lanes and two kerbside lanes) local road running north-south through St Leonards connecting the Pacific Highway with Hampden Road. On either side of Herbert Street is a mix of land uses. Major sources of vehicular demand and pedestrian movements include the St Leonards Train Station, the Royal North Shore Hospital, the Technopark business cluster, Naremburn Park and a number of high and medium density residential complexes. Also on Herbert Street is an existing marked bicycle route running (north to south) along the full length of the road, although cyclists are required to merge with vehicular traffic while crossing Ella St.

The existing pedestrian refuge on Herbert Street at this intersection is the only formal crossing point for about 200 metres in either direction. The nearest available crossing is 170 metres north at the Herbert Street/ Frederick Street signalised intersection or 380 metres south at the raised pedestrian zebra crossing adjacent to the Royal North Shore Hospital and St Leonards Train station.

The site is at 500m distance from St Leonards Train Station and is in close proximity to many commercial establishments, shops and offices and due to that the pedestrian and vehicular movements are high.

The intersection's 5 years crash data analysis showed a high rate of casualty crashes at the site including one (1) pedestrian fatality.

Council sought, and has been successful in receiving, funding from the Roads and Maritime Services Active Transport Program in 2019/20 for design and implementation of safety improvement works at this intersection.



Figure 1: Locality Plan

#### 4. DISCUSSION

The proposal objective is to improve pedestrians' and cyclists' safety on Herbert Street and Ella Street. The existing pedestrian refuge on Herbert Street at this intersection does not comply with existing standards. A detailed design has been prepared for the intersection safety improvement works, to install one new pedestrian refuge in Herbert Street, south of Ella Street; and provide a continuous cycle lane crossing the intersection.

The proposed relocation and reconstruction of the existing pedestrian refuge is necessary to maintain safe access for large vehicles (buses, trucks, fire engine trucks and emergency vehicles) from Ella Street onto Herbert Street. Swept path analysis has been carried out to ensure all relevant large vehicles have been incorporated in the proposal.

Council will improve the street lighting at the Herbert Street and Ella Street pedestrian crossing points by upgrading the lux level of the existing street lighting. By improving the lighting at this area, it will increase visibility of any pedestrians seeking to traverse the Herbert Street and Ella Street crossing points.

The proposed new pedestrian refuge, continuous cycle lane and lighting will provide a safer crossing for pedestrians and cyclists. Construction works include the installation of:

- two new and larger pedestrian refuge islands, kerb blisters with wider crossing space;
- two new kerb ramps on Herbert Street (east & west side of the road);
- continuous separated cycle lane across Ella Street at the intersection for cyclists;
- relocation of a car share vehicle parking space;
- enhancement to existing street lighting at the intersection; and
- new signage and pavement markings.

The proposal is shown in Attachment 1.

Adjacent businesses and residents have been consulted through a letter drop process. Council did not receive any submissions. The Bicycle Consultative Committee has been consulted. Council received one submission supporting the proposed continuous cycleway across the intersection along the Herbert Street corridor.

##### Local Traffic Committee discussions

The Committee noted that Roads and Maritime Services has agreed to the installation of traffic control signals at this intersection. The Committee noted that whilst traffic control signals are the preferred solution to manage traffic and pedestrians at this intersection, there is uncertainty in the delivery of this measure because community consultation and agency approvals are still to occur prior to implementation. In addition, there is no funding allocated to deliver traffic control signals at this stage

The Committee agreed that the implementation of the proposed changes at this intersection was acceptable due to the safety benefits and the uncertainty in the implementation of traffic control signals.

## 5. CONCLUSION

The proposal is considered to meet the objectives of improving pedestrians and cyclists' safety on Herbert Street and Ella Street. The proposed new pedestrian refuge and continuous cycle lane will provide a safer arrangement for pedestrians and cyclists. It is recommended that the Traffic Committee endorse the proposed works. Works will be scheduled for early 2020 and be completed by end of April 2020 subject to Council approval of the works.

The project is being co-funded between RMS and Council and has funding allocated in the 2019-2020 Active Transport Program. The total project cost is \$55,000.

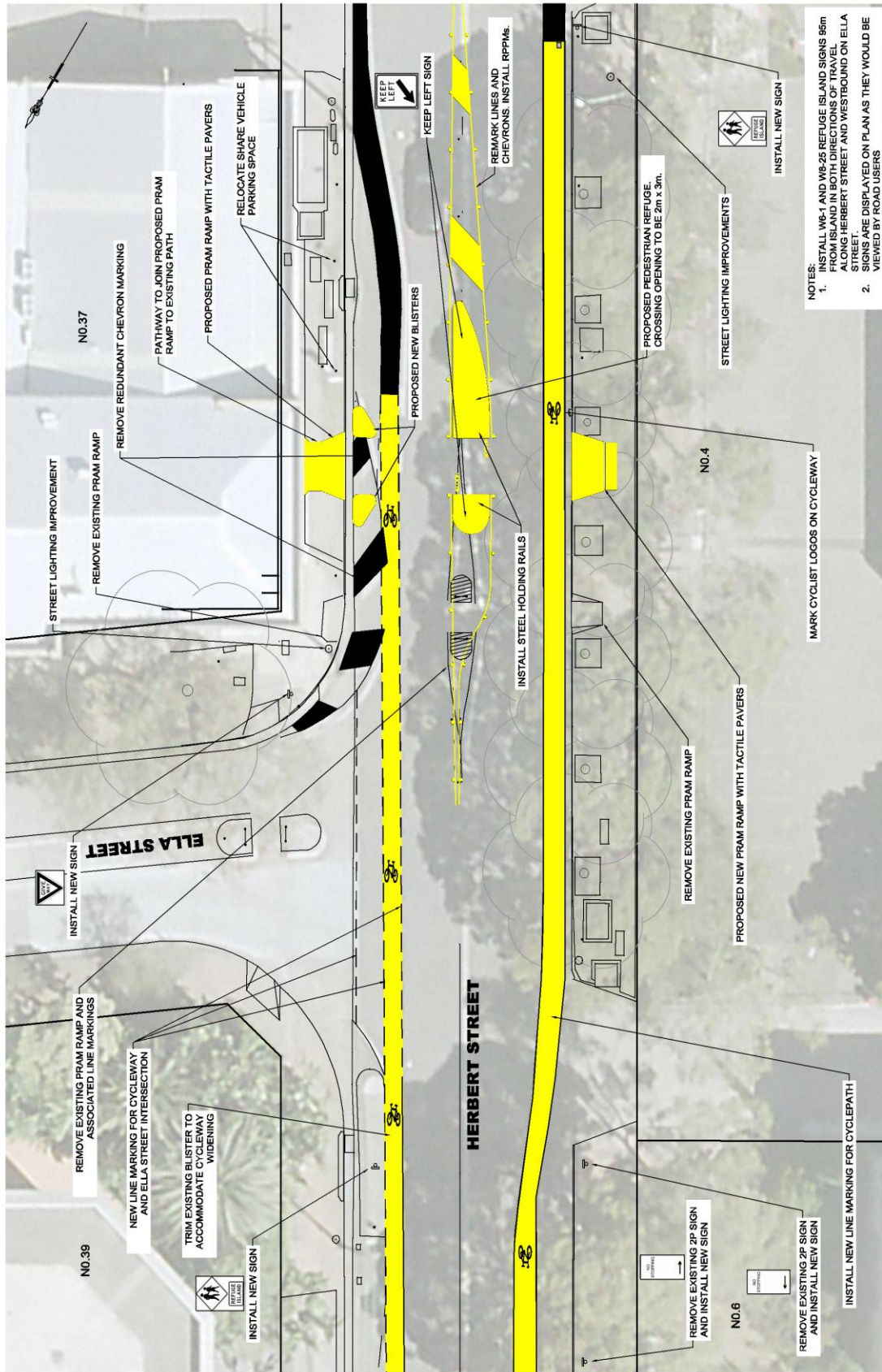
### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

## 6. OFFICER'S RECOMMENDATION

That Council approve the construction of a new pedestrian crossing, continuous cycle lane and street lighting enhancement with all associated signs and pavement markings at the intersection of Herbert Street and Ella Street, Naremburn as per Attachment 1.

ATTACHMENT 1



- NOTES:
1. INSTALL W6-1 AND W6-25 REFUGE ISLAND SIGNS 95m FROM ISLAND IN BOTH DIRECTIONS OF TRAVEL. ISLAND SIGNS ARE DISPLAYED ON PLAN AS THEY WOULD BE VIEWED BY ROAD USERS
  2. INSTALL NEW SIGN



#### **4.3 OAKVILLE ROAD PUBLIC CARPARK, WILLOUGHBY - 15 MINUTE PARKING REGULATORY PARKING RESTRICTIONS**

<b>ATTACHMENTS:</b>	<b>1. 15 MINUTE PARKING PLAN</b>
<b>WARD:</b>	<b>SAILORS BAY WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>ANOMA HERATH - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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### **1. PURPOSE OF REPORT**

To approve the installation of 15min 8.30 am – 6.00 pm Monday to Friday and 8.30 am – 12.30 pm Saturday parking regulatory restrictions within the Oakville Road public carpark.

### **2. TRAFFIC COMMITTEE RECOMMENDATION**

**That Council:**

- 1. Approve the implementation of a 15 minute 8.30 am – 6.00 pm Monday to Friday and 8.30 am – 12.30 pm Saturday parking zone across 9 parking spaces located at the northern end of the Oakville Road public carpark, Willoughby as per Attachment 1**
- 2. Approve the installation of an additional sign; “UNLESS SIGNPOSTED OTHERWISE” to the current parking restriction sign at the front of the carpark.**

### **3. BACKGROUND**

The Oakville Road public carpark is located behind a retail strip on Penshurst Street between Laurel Street and Oakville Road. The eastern part of the carpark (50 parking spaces) is owned by Fabcot Pty Ltd. Fabcot and Council have entered into a Management Deed to allow Council to manage and control the Fabcot’s parking area as well. The entire carpark provides 67 2-hour parking spaces 8.30 am – 6.00 pm Monday to Friday and 8.30 am – 12.30 pm Saturday and 4 disabled parking spaces. car park access is from Oakville Road.

The retail businesses primarily consist of cafes, services, a wine store, newsagency, fruit/vegetable store and a pharmacy. The proximity of two public schools; Willoughby Primary and Willoughby Girls High, adds extra parking demand during school peak times.

In the subject section of Penshurst Street, Clearway restrictions apply on the eastern side in the morning (6am-10am Monday to Friday) and on the western side in the afternoon (3pm-7pm Monday to Friday). Currently, 30-min and 1-hour parking restrictions are provided on Penshurst Street outside Clearway times.

The Willoughby Public School and Willoughby Girls High School are currently undergoing construction works to expand school facilities. These construction sites have also added extra demand for parking in the area. The construction site manager at Willoughby Public School has been requested to remind staff to park away from the immediate vicinity of the site, as per their Construction Traffic Management Plan.

In recent times, the Oakville Road carpark has been experiencing high occupancy levels. Council organised enforcement in the carpark, however, no significant improvements in turnover levels were observed.

In March 2019, in response to a request made by some businesses, a consultation survey was undertaken to change the 2-hour restriction to 1-hour to increase turnover in the carpark. The proposal to change to 1-hour restriction did not proceed due to the level of opposition to the change.

#### 4. DISCUSSION

In May 2019, further requests were received by several businesses in the Centre regarding high long term parking occupancy levels and low turnover in the carpark. Additional enforcement measures and parking occupancy surveys were undertaken, the results are shown below.

##### **Parking Occupancy Survey Results - Oakville Road Carpark**

Date	Time	Vacant spaces	Occupancy
Mon, 4/3	11.50am	17	75%
Tues, 12/3	11.00am	8	95%
Wed, 20/3	2.00pm	12	82%
Wed 9/4	2pm	10	85%
Mon, 27/5	12.50pm	31	54%
Mon, 27/5	3.10pm		
Thurs, 30/5	10.55am	0	100%
Thurs, 30/5	1.10pm	6	91%
Fri, 31/5	11.44am	0	100%
Fri, 31/5	2.05pm	0	100%

Total number of spaces: 67 spaces excluding 4 Disabled Parking spaces

During the survey period, 10 infringement notices were issued.

The additional enforcement did not improve parking occupancy and turnover levels in the carpark. To assist with short-term parking demand and generate a higher turnover, it was proposed to install a 15min parking zone in 9 spaces (12.6% of total spaces). Responses to Council's previous consultation letter also revealed that there is a demand for short-term parking. The proposal is shown Attachment 1.

The properties in the vicinity were consulted regarding the 15 minute parking proposal. Seven (7) responses were received; five (5) respondents supported and two (2) respondents objected. The respondents who objected advised that the carpark needs better policing and

the community should have the ability to park easily and locally where they can exercise and shop.

## 5. CONCLUSION

Based on the community consultation survey the majority favoured the proposed 15 minute parking restrictions. This proposal will provide a range of parking restrictions (15min, 30min, 1hour and 2 hours), surrounding the retail strip in Penshurst Street to assist with various parking demands generated from a variety of landuses.

### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

## 6. OFFICER'S RECOMMENDATION

That Council:

1. Approve the implementation of a 15 minute 8.30 am – 6.00 pm Monday to Friday and 8.30 am – 12.30 pm Saturday parking zone across 9 parking spaces located at the northern end of the Oakville Road public carpark, Willoughby as per Attachment 1
2. Approve the installation of an additional sign; "UNLESS SIGNPOSTED OTHERWISE" to the current parking restriction sign at the front of the carpark.

ATTACHMENT 1



**Proposal:**  
Install 15min Parking restriction 8.30am-6.00pm Mon-Fri  
8.30am-12.30pm Sat  
(9 parking spaces)

Oakville Road Carpark

Oakville Road

#### **4.4 ALLEYNE STREET, CHATSWOOD BETWEEN VICTORIA AVENUE AND MANN STREET - LOCAL AREA TRAFFIC MANAGEMENT**

<b>ATTACHMENTS:</b>	<b>1. ALLEYNE STREET BETWEEN VICTORIA AVENUE AND MANN STREET LOCAL AREA TRAFFIC MANAGEMENT PLAN – SLOW POINT AT NO. 12</b> <b>2. ALLEYNE STREET BETWEEN VICTORIA AVENUE AND MANN STREET LOCAL AREA TRAFFIC MANAGEMENT PLAN – SLOW POINT AT NO. 23</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>ANOMA HERATH - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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### **1. PURPOSE OF REPORT**

To approve two single lane angled slow-points and a median island in Alleyne Street between Victoria Avenue and Mann Street, Chatswood, to mitigate speeding in the street.

### **2. TRAFFIC COMMITTEE RECOMMENDATION**

That Council approve the installation of:

- 1. Two single-lane angled slow points at Nos. 23/26 and Nos.11/12 in Alleyne Street between Victoria Avenue and Mann Street, Chatswood as per Attachments 1 and 2.**
- 2. 'Give-Way' signs and line marking with RPMs on Alleyne Street at Victoria Avenue and S1 lines (10m) on Victoria Avenue on either side of Alleyne Street, Chatswood.**
- 3. Chevron arrow signs at the roundabout at Alleyne Street/Mann Street, Chatswood.**

### **3. BACKGROUND**

A number of submissions have been received from residents regarding speeding issues in Alleyne Street. The residents advised that they are concerned about their safety and being exposed to speeding noise.

Some residents advised that they do not prefer raised devices due to noise levels.

### 4. DISCUSSION

The subject section of Alleyne Street between Victoria Avenue and Mann Street is lined by residential houses and located south of the light industrial area between Alleyne Street and Short Street.

The subject section of Alleyne Street is approx. 12.8m wide with parallel parking provided on both sides of the road. This street provides wide travel lanes (each approx. 4.3m) for north and southbound traffic. The current speed limit in Alleyne Street is 50km/h.

To assess speeding issues in Alleyne Street, a traffic speed/volume survey was undertaken in Alleyne Street and surrounding streets; Gibbes Street and Mann Street.

The results of recent speed and vehicle occupancy surveys are as follows:

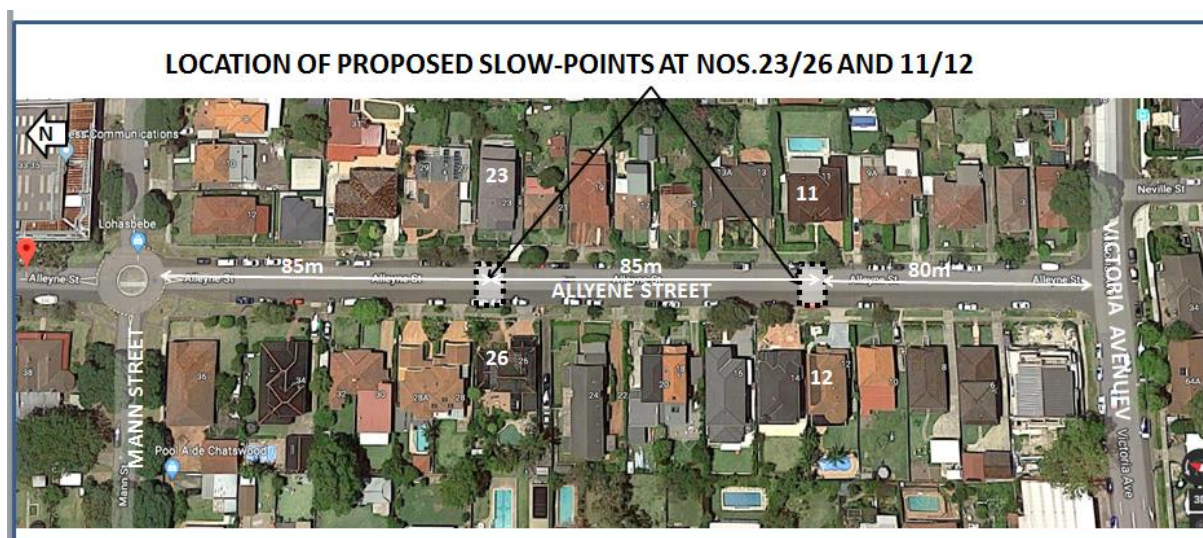
	Northbound	Southbound	Bi-directional
AADT	379	773	1152
85 <sup>th</sup> %ile Speed (km/h)	60	58	59
Heavy vehicle %	3%	4.4%	4%

The results indicated that 85<sup>th</sup>%ile speed levels in Alleyne Street were over the current speed limit of 50km/h. Wider travel lanes and the length of the street could be contributing to vehicle speeds.

It was noted that heavy vehicle percentages in other streets surveyed were 8% or higher indicating that heavy vehicles are primarily using Gibbes Street to access businesses in the light industrial area.

The appropriate traffic calming treatments for local streets are speed humps or slow-points. As residents have expressed their objection to speed humps, slow-points treatment was investigated. As the current speeds are over 15% of the speed limit, it is proposed to consider single-lane angled slow points for a higher drop in speed levels.

Due to the length of Alleyne Street between Victoria Avenue and Mann Street (approx. 250m), it will be necessary to provide two slow-points to maintain a steady speed profile over the entire length. The two devices will space them approx. 85-90m apart which is in line with Austroads guidelines, see diagram below. Wider spacing between devices is susceptible to creating sudden acceleration and deceleration.



Formalising the intersection of Victoria Avenue/Alleyne Street with signs and linemarking would guide vehicles turning right into Alleyne Street.

The residents in Alleyne Street have been consulted regarding the proposal via the 'Have Your Say' webpage and notification letters were distributed to 36 properties in Alleyne Street between Victoria Avenue and Mann Street. The survey recorded 85 visits to the web site and received responses from 10 properties. Only one respondent objected to the proposal, who was of the opinion that the street is currently safe and there is only occasional speeding. The respondent further advised that the proposed measures will make additional noise when leaving (accelerating) the slow point.

The comments made by the respondents during consultation and Council officer's responses are summarised below:

Residents' Comments	Officer's Response
Need additional traffic calming at the Victoria Avenue/Alleyne Street intersection to control speed of right turning vehicles from Victoria Avenue	'Give-Way' signs and line marking with RPMs
Modify the slow point between Nos.12 and 14 to retain a parking space	Amended. See Attachment 2
Modify the slow point outside No.23 to allow clearance for the driveway of No.27	The driveway is approx.5m.
Raise the roundabout at the Mann Street/Alleyne Street or provide other measures to prevent vehicle travelling over it raising safety at the roundabout	Install chevron arrow (fluro) signs at the roundabout at Alleyne Street/Mann Street
Close Alleyne Street at Mann Street instead of traffic calming devices in Alleyne Street to reduce speeding	In practice, a full road closure is considered where other less restrictive traffic controls are ineffective. Some disadvantages from road closure include restrict access to emergency services, increase in travel time and loss of parking. A full road closure is therefore not supported for Alleyne Street at the present time. The resident was advised of the above.

The modified proposal as shown on the attached plans in Attachment 1 and 2 would remove one parking space.

## 5. CONCLUSION

The proposed local area traffic management treatments are expected to mitigate current speeding issues in Alleyne Street between Victoria Avenue and Mann Street. Given that the majority of properties have off-street parking, the loss of one parking space is not expected to cause a significant impact on parking.

Formalising the intersection of Victoria Avenue/Alleyne Street with signs and linemarking would guide vehicles turning right into Alleyne Street. The effectiveness of this treatment will be assessed based on residents' feedback.

There is no funding in the 2019/20 Traffic Management program for the detailed design and implementation of these changes. The improvement works, if approved by Council, will be submitted for consideration for funding in 2020/21 Traffic Management Program.

Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

## 6. OFFICER'S RECOMMENDATION

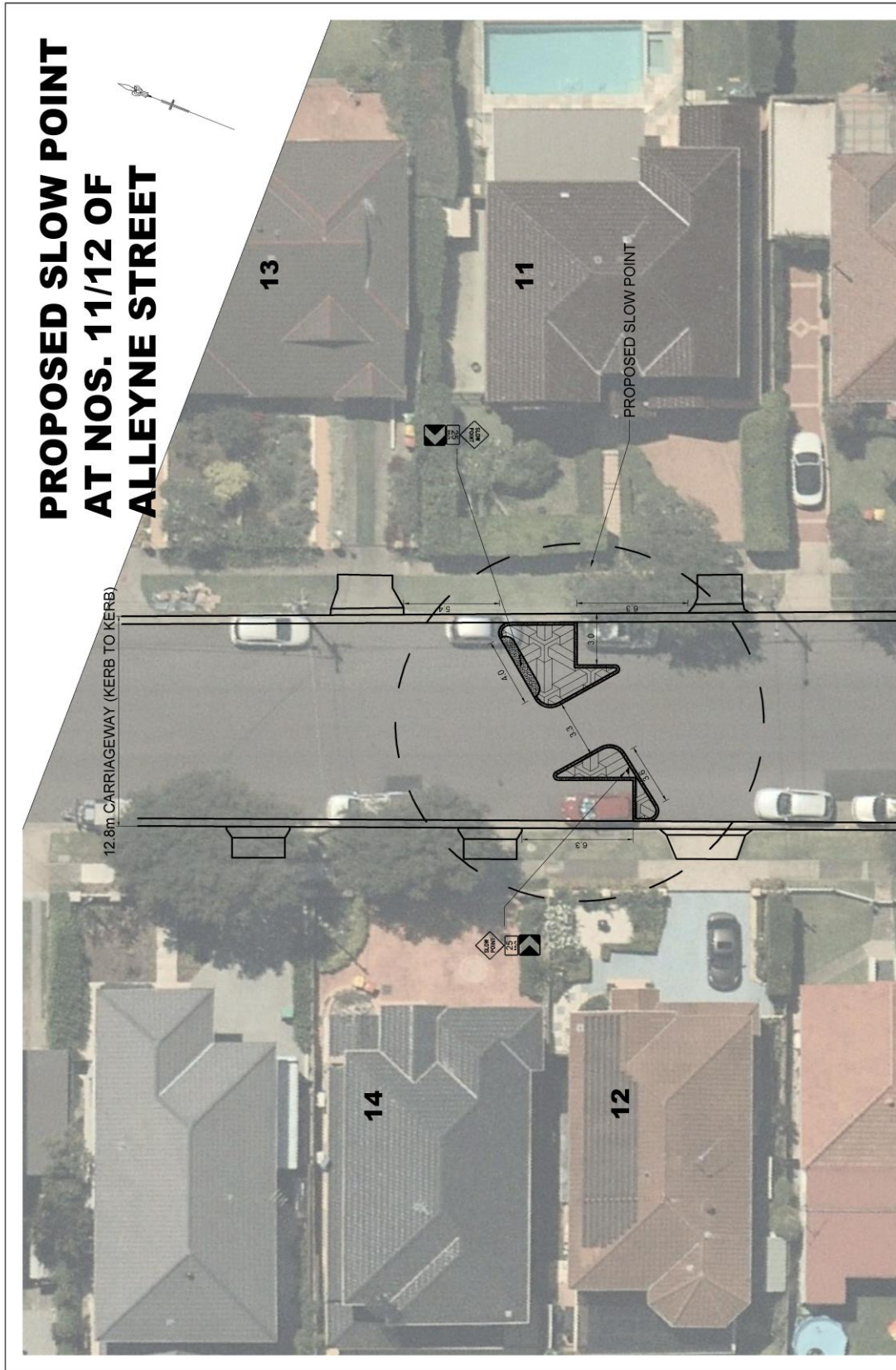
That Council:

Approve the installation of:

1. Two single-lane angled slow points at Nos. 23/26 and Nos.11/12 in Alleyne Street between Victoria Avenue and Mann Street, Chatswood as per Attachments 1 and 2.
2. 'Give-Way' signs and line marking with RPMs on Alleyne Street at Victoria Avenue and S1 lines (10m) on Victoria Avenue on either side of Alleyne Street, Chatswood.
3. Chevron arrow signs at the roundabout at Alleyne Street/Mann Street, Chatswood.



ATTACHMENT 1



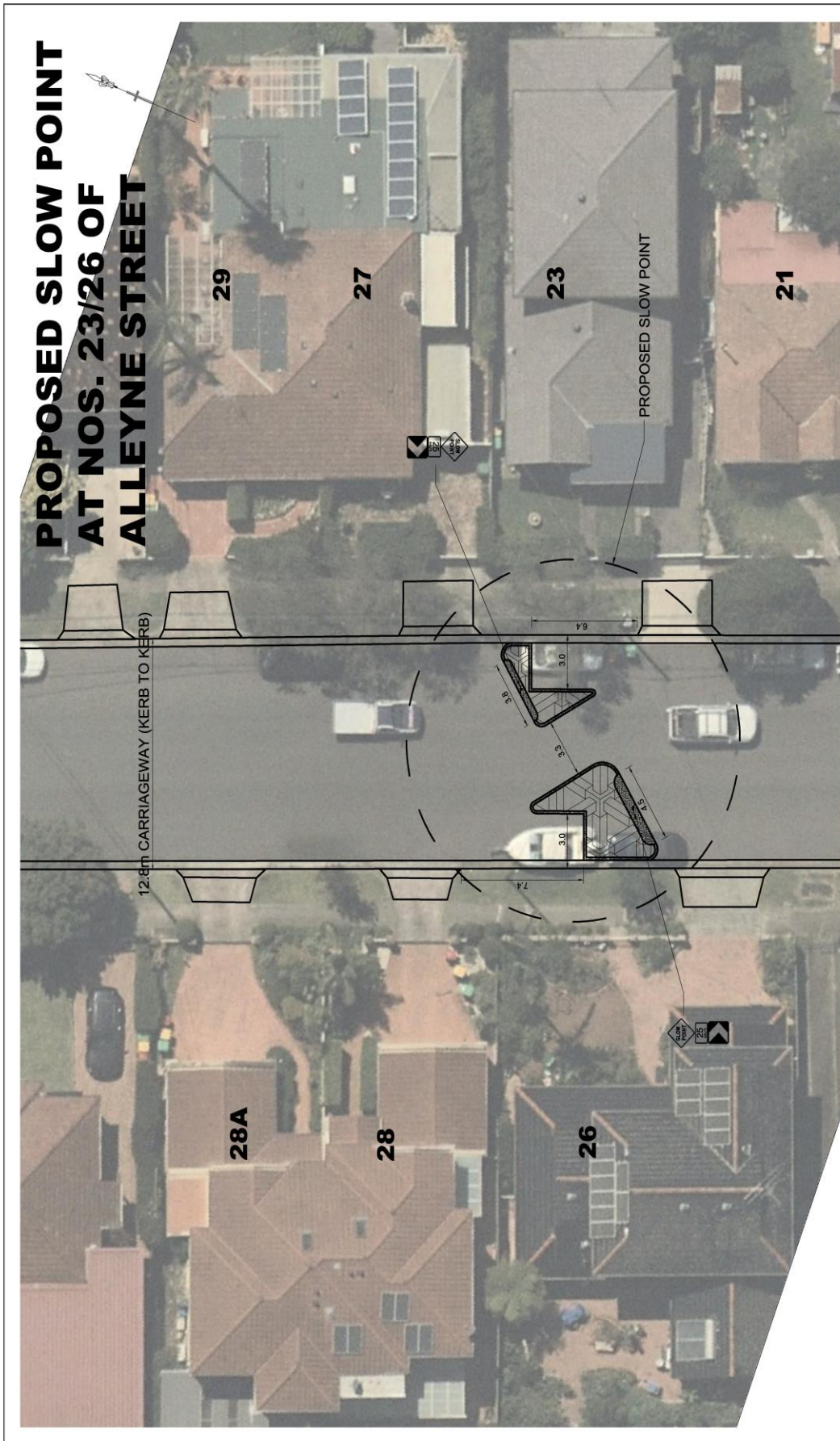
**PROPOSED SLOW POINT  
AT NOS. 11/12 OF  
ALLEYNE STREET**

12.8m CARRIAGEWAY (KERB TO KERB)

PROPOSED SLOW POINT

<p><b>WILLOUGHBY CITY COUNCIL</b> ALLEYNE ST (VICTORIA AV - MANN ST) SINGLE - LANE SLOW POINT AT NOS. 11/12 CONCEPT PLAN</p>		<p>DATE FOR REVISED 1 PLAN NUMBER CONCEPT 3</p>																								
<p>SCALE: 1:100 (A1)</p> <p>CONTOUR: 100</p> <p>FIELD BOOK: -</p> <p>LEVEL BOOK: -</p>	<p>CONTRACTOR INTERVIEWS</p> <table border="1"> <tr> <th>WASCOR</th> <th>WASCOR</th> <th>WASCOR</th> <th>WASCOR</th> <th>WASCOR</th> <th>WASCOR</th> </tr> <tr> <td>MAJOR</td> <td>MINOR</td> <td>WASCOR</td> <td>WASCOR</td> <td>WASCOR</td> <td>WASCOR</td> </tr> <tr> <td>DESIGNED</td> <td>DESIGNED</td> <td>DESIGNED</td> <td>DESIGNED</td> <td>DESIGNED</td> <td>DESIGNED</td> </tr> <tr> <td>CHECKED</td> <td>CHECKED</td> <td>CHECKED</td> <td>CHECKED</td> <td>CHECKED</td> <td>CHECKED</td> </tr> </table>	WASCOR	WASCOR	WASCOR	WASCOR	WASCOR	WASCOR	MAJOR	MINOR	WASCOR	WASCOR	WASCOR	WASCOR	DESIGNED	DESIGNED	DESIGNED	DESIGNED	DESIGNED	DESIGNED	CHECKED	CHECKED	CHECKED	CHECKED	CHECKED	CHECKED	<p>DATE</p> <p>BY</p> <p>AMENDMENTS</p>
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<p><b>ALL DIMENSIONS IN METRES</b> UPON CONSTRUCTION, ROAD PAVEMENT TO BE REMOVED EXCAVATE AND BACKFILL WITH PORE-FREE STONE LANDSCAPING</p>																										

ATTACHMENT 2



**PROPOSED SLOW POINT  
AT NOS. 23/26 OF  
ALLEYNE STREET**

<p><b>WILLOUGHBY CITY COUNCIL</b> ALLEYNE ST (VICTORIA AV - MANN ST) SINGLE - LANE SLOW POINT AT NO. 23/26 CONCEPT PLAN</p>		<p>NO. OF SHEETS 2</p> <p>PLAN NUMBER CONCEPT 2</p>																				
<p>CONCEPT INTERVALS</p> <table border="1"> <tr> <th>MAJOR</th> <th>MINOR</th> <th>NA</th> <th>2019</th> </tr> <tr> <td>SUBMITTED</td> <td>APPROVED</td> <td></td> <td></td> </tr> <tr> <td>DRAWN</td> <td>A 191</td> <td></td> <td>2019/19</td> </tr> <tr> <td>DESIGNED</td> <td>A 191</td> <td></td> <td>2019/19</td> </tr> <tr> <td>CHECKED</td> <td></td> <td></td> <td></td> </tr> </table>		MAJOR	MINOR	NA	2019	SUBMITTED	APPROVED			DRAWN	A 191		2019/19	DESIGNED	A 191		2019/19	CHECKED				<p>SCALE: 1:100 (A1)</p> <p>CO-ORDINATE SYSTEM</p> <p>DATUM</p> <p>FIELD BOOK</p> <p>LEVEL BOOK</p>
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<p>AMENDMENTS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		NO.	DATE	BY				<p>ALL DIMENSIONS IN METRES UPON CONSTRUCTION, ROAD PAVEMENT TO BE REMOVED EXCAVATE AND BACKFILL WITH PORE-FREE STONE LANDSCAPING</p>														
NO.	DATE	BY																				

#### **4.5 SAILORS BAY ROAD, NORTHBRIDGE - 15 MINUTE REGULATORY PARKING RESTRICTIONS**

<b>ATTACHMENTS:</b>	<b>1. SAILORS BAY ROAD 15 MINUTE 7 AM – 8 PM PARKING RESTRICTION PLAN</b>
<b>WARD:</b>	<b>SAILORS BAY WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>ANOMA HERATH - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 4.1 – FACILITATE THE DEVELOPMENT OF ALL BUSINESSES</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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### **1. PURPOSE OF REPORT**

To approve the installation of a 15 minute 7am-8pm regulatory parking restriction in Sailors Bay Road, Northbridge on the north side of the road, just east of Neeworra Road to assist business customers.

### **2. TRAFFIC COMMITTEE RECOMMENDATION**

**That Council approves the installation of a 15 minute 7am-8pm parking restriction for 6.9 metres (one car space) on the northern side of Sailors Bay Road, east of Neeworra Road, Northbridge.**

### **3. BACKGROUND**

The building at the corner of Sailors Bay Road, Kameruka Road and Neeworra Road operates a wine store and a café. The properties in the vicinity are primarily residential and the majority of properties have off-street parking.

The wine store business owner requested the installation of a short-term parking restriction in the existing unrestricted parking space in Sailors Bay Road to assist customers. The owner further advised that vehicles are often parked in this parking space for longer periods.

The café operates between 6.30am and 3.00pm and wine store operates between 10am and 8pm.

### **4. DISCUSSION**

To assist the business, it is proposed to install a 15 minute parking restriction between 7am-8pm in the unrestricted parking space on the northern side of Sailors Bay Road, east of Neeworra Road. Given that parking in the subject section of Sailors Bay Road is

unrestricted, the proposal is not expected to cause a significant impact on residents' parking needs.

The proposal is expected to create a turnover in the parking space and serve more customers. The proposal is shown on Attachment 1.

The nearby properties were consulted regarding the proposal. One response received, advising that the proposal is not required as the space will not be available for visitors/customers who require parking for longer than 15 minutes and also that vacant parking spaces can be found on the southern side of Sailors Bay Road.

It is noted that parking on the southern side of Sailors Bay Road is not high. However, the proposal will provide a higher turnover to serve more customers to conveniently access the adjacent businesses.

## 5. CONCLUSION

The wine store business owner requested the installation of a short-term parking restriction in the existing unrestricted parking space in Sailors Bay Road to assist customers.

To assist the business, it is proposed to install a 15 minute parking restriction between 7am-8pm in the unrestricted parking space on the northern side of Sailors Bay Road, east of Neeworra Road. Given that parking in the subject section of Sailors Bay Road is unrestricted, the proposal is not expected to cause a significant impact on residents' parking needs.

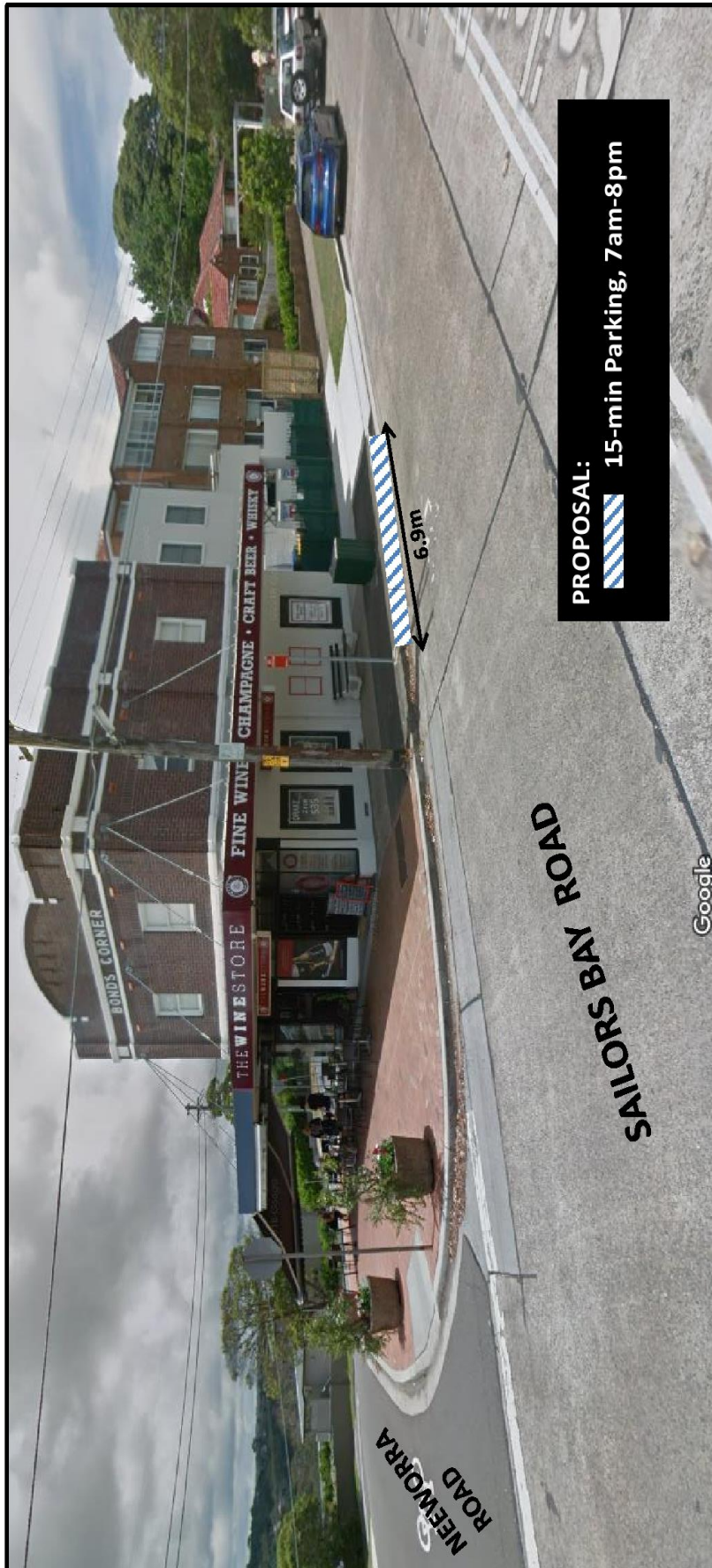
### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

## 6. OFFICER'S RECOMMENDATION

That Council approves the installation of a 15 minute 7am-8pm parking restriction for 6.9 metres (one car space) on the northern side of Sailors Bay Road, east of Neeworra Road, Northbridge.

ATTACHMENT 1



#### **4.6 CHATSWOOD CBD - WILLOUGHBY SPRING FAIR EVENT TRAFFIC MANAGEMENT PLAN UPDATE**

<b>ATTACHMENTS:</b>	<b>1. NO STOPPING ZONES AND VARIABLE MESSAGE SIGN (VMS) PLAN</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD AND WEST WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>DANIEL SUI - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

---

#### **1. PURPOSE OF REPORT**

To approve the update to the Chatswood CBD - Willoughby Spring Fair event traffic management plan including installation of additional temporary No Stopping regulatory parking restrictions and Variable Message Sign (VMS) on the surrounding State Road, Regional and Local road network.

#### **2. TRAFFIC COMMITTEE RECOMMENDATION**

**That Council approve the installation of temporary No Stopping zones and implementation of the Variable Message Signs (VMS) for Chatswood CBD - Willoughby Spring Fair as per Attachment 1.**

#### **3. BACKGROUND**

Chatswood Chase and Westfield are members of Chatswood CBD - Willoughby Spring Fair event stakeholder engagement group. The event stakeholder group provides input into the development of the event traffic management plans. Chatswood Chase and Westfield have requested improvements to traffic management during the event and parade to minimise congestion for traffic exiting its car parks.

A Chatswood CBD - Willoughby Spring Fair event traffic management plan was considered at the Local Traffic Committee on 12 June 2019 (Item 4.7) with Council providing its decision at its meeting on 12 August 2019.

#### **4. DISCUSSION**

An event traffic management plan has been developed and approved for delivery. This new issue has been raised subsequent to the approval of the current plan. The proposed works will supplement the approved temporary traffic management changes to be implemented.

NSW Police have been consulted and acknowledge that traffic congestion and road network impacts may occur during the street parade and event period.

Additional No Stopping street parking restrictions to temporarily remove parking and provide an additional lane for road users which helps traffic flow during the event parade and event road routes. Removing kerbside parking directly adjacent to signalised intersections will assist more vehicles to travel through the intersections during a traffic light cycle.

The supplementary measures will facilitate traffic movement, increase traffic flow and improve road safety. The proposed measures include:

- Temporary No Stopping zones be installed adjacent key routes adjacent to shopping centre exit driveways; key local road corridors to Pacific Highway; and approaches to signalised intersections. It is proposed that No Stopping be installed from 12am to 6pm on 7 September. These locations/streets are:
  - Albert Avenue between Pacific Highway and Oscar St;
  - Victoria Avenue between Neridah Street and Havilah Street;
  - Neridah Street between Victoria Ave and Albert Ave
  - Help Street between Pacific Highway and Anderson Street
  - Orchard Road between Mowbray Road and Brand Street
- Variable Messages signs are placed in Pacific Highway; Boundary Street; Help Street and Anderson Street to inform motorists to avoid CBD areas during the road closures period and during the Street parade period. It is proposed that these VMS be installed 1 week prior to the event road closure and street parade.

Street parking restrictions and the variable message signs are outlined in Attachment 1.

NSW Police and TfNSW (ex-RMS) have no objections to the proposed supplementary mitigation measures.

Council will notify all adjacent businesses of the proposed No Stopping zones installations.

## 5. CONCLUSION

The proposal is considered to meet the objectives of improving traffic flows, reducing road network impacts, and improve traffic movements during major community events.

It is recommended that the Traffic Committee endorse the proposed additional No Stopping zones and installation of VMS to support and supplement the approved event traffic management plan for the Chatswood CBD – Willoughby Spring Fair. The project cost is being funded by the current financial year 2019-2020 budget.

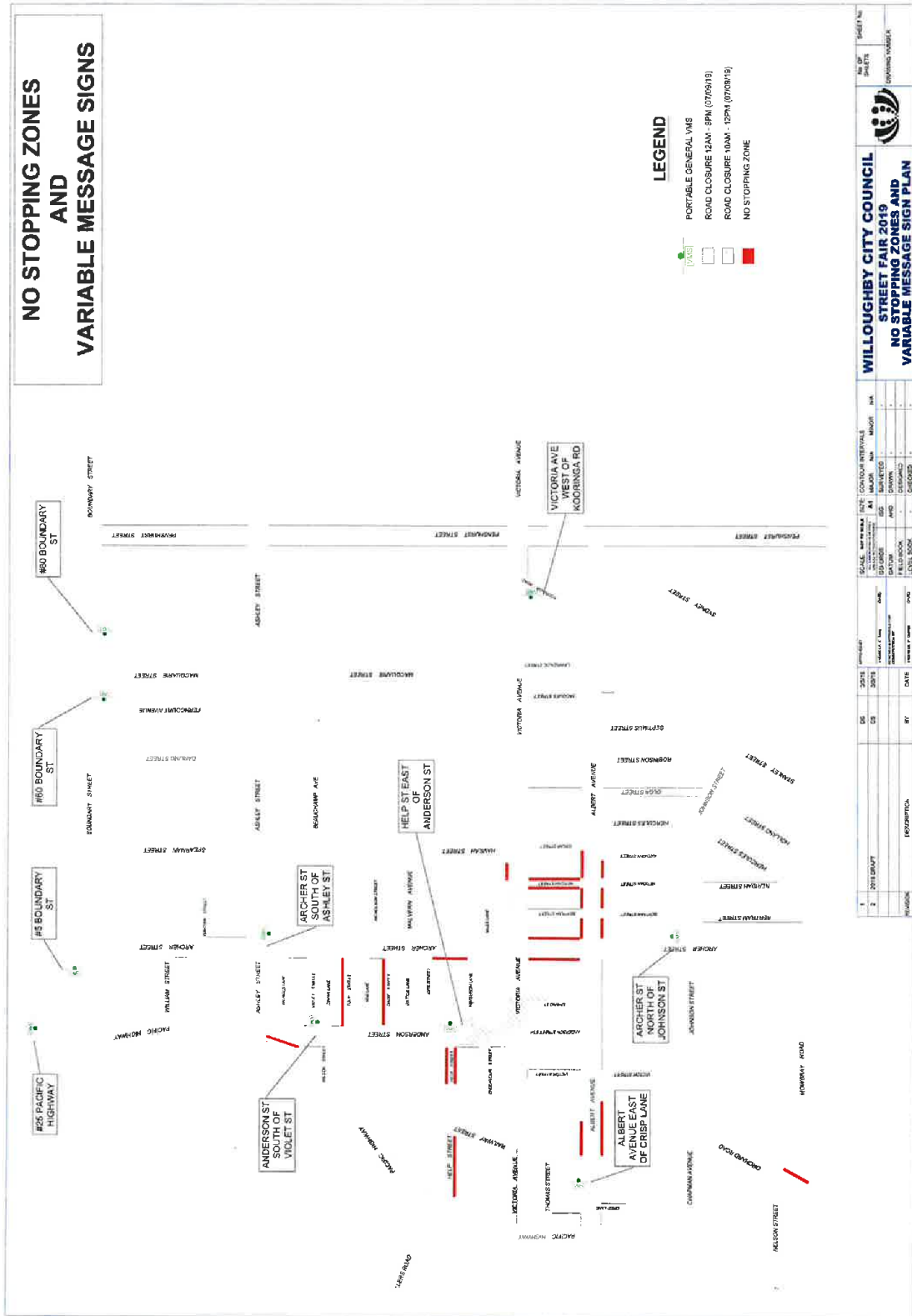
### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

**6. OFFICER'S RECOMMENDATION**

That Council approve the installation of temporary No Stopping zones and implementation of the Variable Message Signs (VMS) for Chatswood CBD - Willoughby Spring Fair as per Attachment 1.





#### **4.7 HORSLEY AVENUE NORTH WILLOUGHBY - ST THOMAS' SCHOOL ART & CRAFT SHOW 2019 EVENT TRAFFIC MANAGEMENT PLAN**

<b>ATTACHMENTS:</b>	<b>1. EVENT TRAFFIC MANAGEMENT PLAN</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>ANOMA HERATH – SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

---

### **1. PURPOSE OF REPORT**

To approve the closure of Horsley Avenue, between High Street and Summerville Crescent, North Willoughby for St Thomas' School Art & Craft Show on Saturday 26 and Sunday 27 October 2019.

### **2. TRAFFIC COMMITTEE RECOMMENDATION**

**That Council approve the St Thomas' School Art & Craft show Event Traffic Management Plan for implementation on Saturday 26 and Sunday 27 October 2019.**

### **3. BACKGROUND**

St Thomas Primary School will be holding its 44<sup>th</sup> Art and Craft show on Saturday 26 and Sunday 27 October 2019.

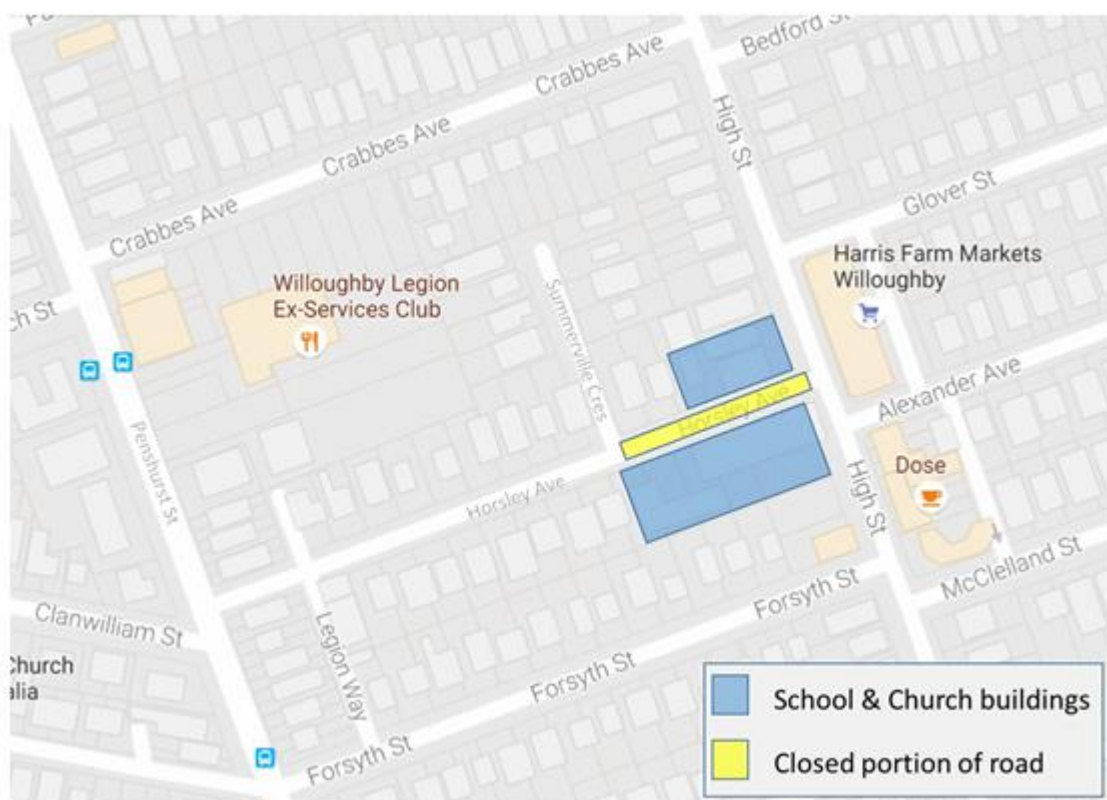
The School has submitted an Event Traffic Management Plan for the closure of Horsley Avenue between High Street and Summerville Crescent. The closure is planned between 8am and 6pm and the area will be used for pedestrians, fete stalls and to place a semi-trailer giant slide.

Approval for this event has been granted in the past based on the submission of an Event Traffic Management Plan and an undertaking that the School notify affected residents.

Details of the Art and Craft show will be as follows:

- On Saturday 26 October 2019, between 9am and 5pm
- On Sunday 27 October 2019, between 10am and 3pm

On both days, Horsley Avenue between High Street and Summerville Crescent will be closed between 8am and 6pm to allow time for bump-in and bump-out.



**Locality Plan:** Horsley Avenue between High Street and Summerville Crescent

#### 4. DISCUSSION

The Event Traffic Management Plan incorporates a Traffic Control Plan, Site Plan and a copy of current Public Liability insurance certificate. During the road closure, residents will be required to use Penshurst Street or Forsyth Street (Legion Way) to access Horsley Avenue. The Event Traffic Management Plan is provided in Attachment 1.

No operational issues have occurred in previous years with the implementation of the event traffic management plan.

The applicant has advised that only two properties within the closed section of Horsley Avenue will be directly affected and those residents have given their support for the proposed traffic arrangements.

This annual event requiring the closure of Horsley Avenue has been held over the past decade and is very much a 'feature' among the local community. Council supports this community event.

#### 5. CONCLUSION

St Thomas Primary School will be holding its 44<sup>th</sup> Art and Craft show on Saturday 26 and Sunday 27 October 2019.

The School has submitted an Event Traffic Management Plan for the closure of Horsley Avenue between High Street and Summerville Crescent. The closure is planned between 8am and 6pm. No operational issues have occurred in previous years with the implementation of the event traffic management plan.

St Thomas' School will fund the implementation of the Traffic Management Plan.

Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

**6. OFFICER'S RECOMMENDATION**

That Council approve the St Thomas' School Art & Craft show Event Traffic Management Plan for implementation on Saturday 26 and Sunday 27 October 2019.



**TRAFFIC MANAGEMENT PLAN ART & CRAFT SHOW 2019  
ST THOMAS' PRIMARY SCHOOL**

Attention: Daniel Sui, Senior Traffic Engineer, Willoughby City Council

We are seeking approval from Willoughby Council Traffic Committee for the closure of Horsley Ave, Willoughby, between High St and Summerville Cres for the school's 44<sup>th</sup> annual Art & Craft Show to be held on 26<sup>th</sup> and 27<sup>th</sup> October 2019.

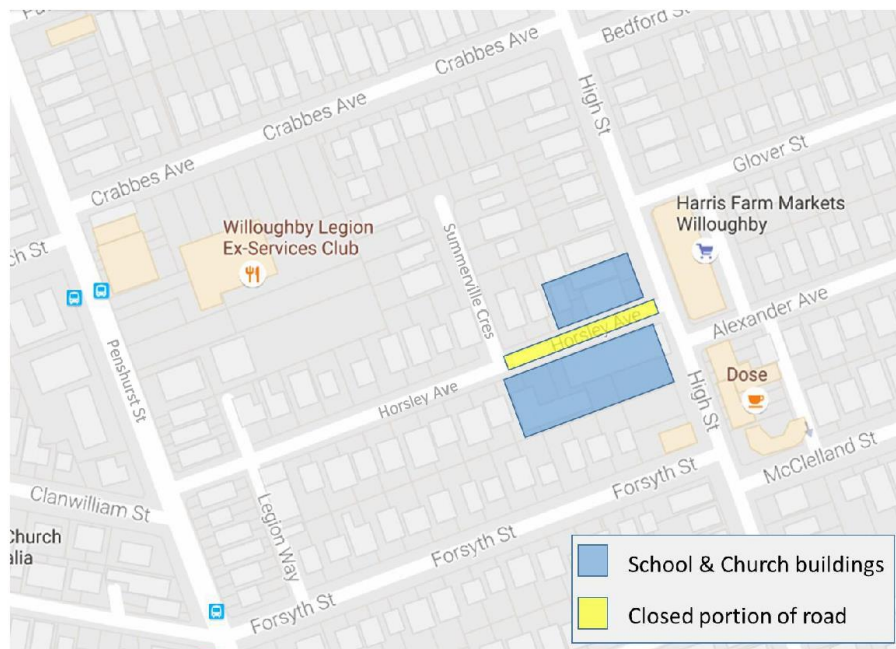
This document provides details of the Traffic Management Plan including a Traffic Control Plan.

**EVENT OVERVIEW**

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

- Saturday 26<sup>th</sup> October 2019, 9am-5pm – closed to traffic 8am-6pm for setup and close
- Sunday 27<sup>th</sup> October 2019, 10am-3pm – closed to traffic 8am-6pm for setup and close

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



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

This year will be the 44th annual Art & Craft Show for St Thomas' Primary School and the requested road closure represents a continuation of arrangements that have been used for the past eleven years.

St Thomas' Primary School has requested approval to close the portion of Horsley Ave, Willoughby, between High St and Summerville Cres. This portion of Horsley Ave is fully closed to all vehicular traffic for the period 8am-6pm and the road is setup and used for pedestrian fairgoers, fete stalls and a semi-trailer giant slide only.

The road is cleared for normal use by vehicles between 6pm-8am with all equipment removed into the school grounds except for the semi-trailer giant slide which is stowed and parked curb-side.

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

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

*Impact to local residents*

Access to two residential houses is restricted and positive relations with the residents has gained their support for the event and traffic arrangements. Access to the remaining 25 residences along Horsley Ave and Summerville Cres is maintained from the eastern approach.

All local residents are individually provided with notice of the traffic plan prior to the event.

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

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

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

This TMP/TCP is the same as approved by Willoughby Council in 2018.

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

Nil.

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

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

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

St Johns' Ambulance will be present for the duration of the show and will park a vehicle inside the show area with direct egress to High St via the school playground gates or the western exit on Horsley Ave.

**Cyclists and pedestrians.** Access along Horsley Ave by pedestrians and cyclists is unaffected.

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

No impact.

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

No impact.

**H. Public consultation process**

Advance notice to local residents in Horsley Ave and Summerville Cres is provided by individual letters two weeks prior to the event. This will be the 44<sup>th</sup> annual event with at least ten years of the road closure with no complaints noted in recent years.

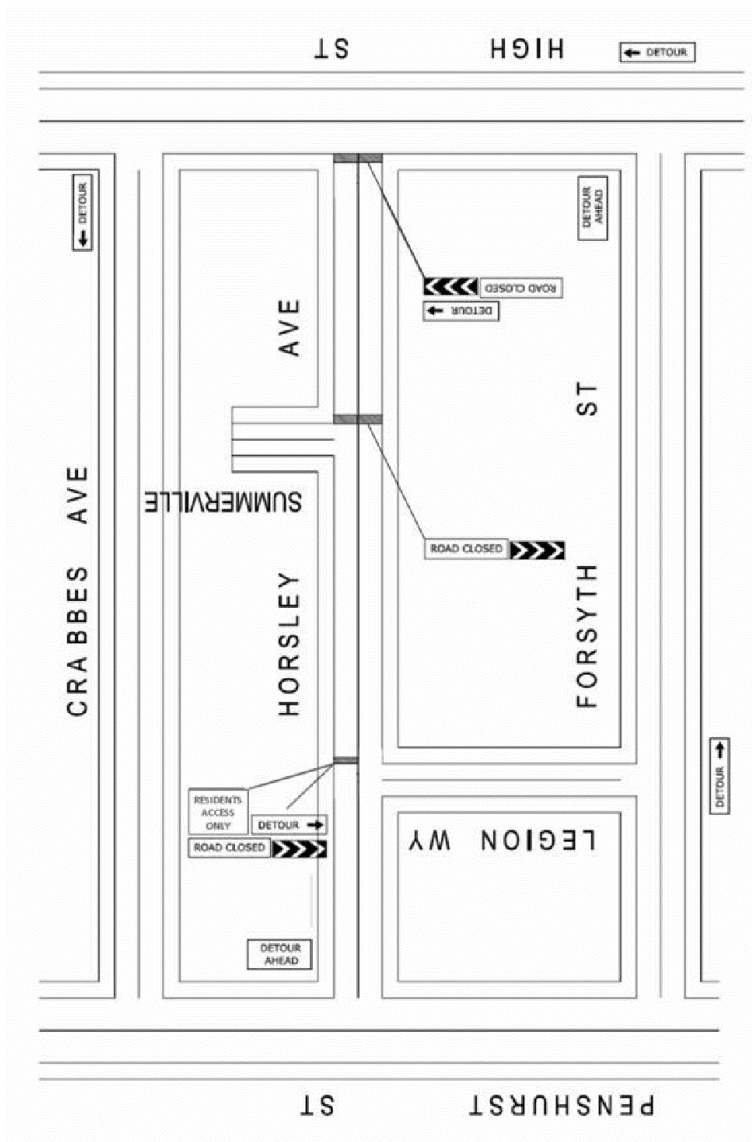
**CONTACT:**

Jonathan Gross  
Art & Craft Show Committee  
St Thomas' Primary School Parents & Friends  
M: 0413080708 E:  
[jonathan.gross@news.com.au](mailto:jonathan.gross@news.com.au)

**ANNEX:**

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

Annex A. Traffic Control Plan

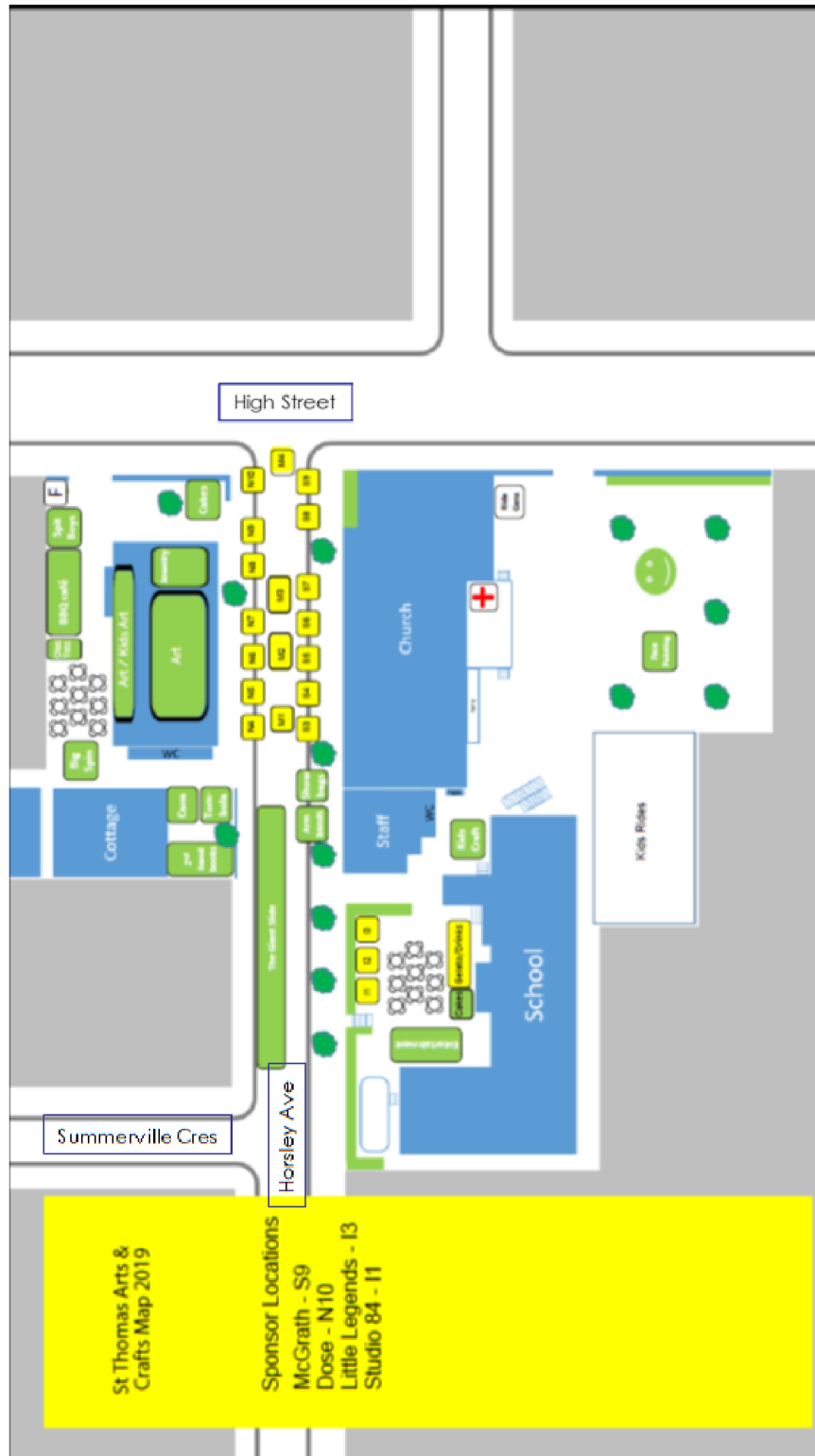


- Notes:
1. Horsley Ave between Summerville Cres & High St = Road closed - no vehicle access
  2. Horsley Ave between Summerville Cres & Legion Way = Local traffic only

Traffic Control Plan  
 St Thomas' Catholic Primary School Art & Craft Show  
 26th-27th October 2019



St Thomas Arts & Crafts Show 2019  
Site plan



St Thomas Arts &  
Crafts Map 2019

Sponsor Locations  
McGrath - S9  
Dose - N10  
Little Legends - I3  
Studio 84 - I1

Client Number	1994
Date Issued	6 August 2019



ABN 76 000 005 210  
 AFSL 235415  
 Level 8, 485 La Trobe Street  
 Melbourne VIC 3000  
 T: 03 9934 3000  
 F: 03 9934 3464  
 www.ccinurance.org.au

## Certificate of Currency

### Public Liability Insurance

We hereby certify that the following insurance policy is current.

Period of Insurance	01/08/2019 to 01/08/2020
Policy Number	02 LIA 200012
Reference Number	02 PLS 71186
The Insured	Trustees of The Roman Catholic Church For The Diocese of Broken Bay - St Thomas' Primary School Willoughby
Limit of Indemnity	\$300,000,000 (any one occurrence)
Limit of Indemnity (Products Liability)	\$300,000,000 (in the aggregate)

#### Cover

Legal liability for personal injury, property damage and advertising liability.

#### Territorial Limits

Anywhere in Australia and elsewhere in the world where the policy will apply only in respect of the presence outside Australia of persons who are normally resident in Australia.

This policy covers liability attaching to all activities of the insured and to activities of its unincorporated groups and associations operating under the control and supervision of the insured.

This Certificate is issued subject to the Terms and Conditions of Catholic Church Insurance Limited's policy and is valid as at the Date of Issue.

**Ross Castle**  
 General Manager, Client

#### **4.8 THE POSTERN, THE PARAPET & COUNCIL CARPARK, CASTLECRAG - CASTLECRAG FAIR EVENT TRAFFIC MANAGEMENT PLAN**

<b>ATTACHMENTS:</b>	<b>1. CASTLECRAG FAIR EVENT TRAFFIC MANAGEMENT PLAN</b>
<b>WARD:</b>	<b>SAILORS BAY WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>ANOMA HERATH - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 4.6 – FACILITATE THE VIABILITY AND VIBRANCY OF OUR VILLAGE CENTRES</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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### **1. PURPOSE OF REPORT**

To approve the use of The Postern, The Parapet & Council Carpark, Castlecrag and the Event Traffic Management plan for Castlecrag Fair which will be held on Sunday 20 October 2019.

### **2. TRAFFIC COMMITTEE RECOMMENDATION**

**That Council approves the use of the local road network and council car park for, and the Event Traffic Management Plan prepared for, the Castlecrag Fair to be held on Sunday 20 October 2019.**

### **3. BACKGROUND**

A submission has been received from Castlecrag Progress Association proposing to conduct its Biennial Fair in Castlecrag on Sunday 20 October 2019. The fair has been held since 2000 and the applicant, on behalf of Castlecrag Progress Association, seeks Council's approval as in previous years. The Fair will be undertaken in the local road network and car parks shown in the Locality Plan. A copy of the submission is provided in the Traffic Management Plan, see Attachment 1.

The Fair is held 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 20 stalls selling and showcasing arts and crafts, local community groups, clothing, food and children's activities. This year, a classic car show is also proposed. The forecast attendance over the duration of the fair will be around 1,000 people.



**Locality Plan:** The Postern, The Parapet & Council Carpark, Castlecrag

The event will commence at 10:00am and is expected to complete by 3:00pm.

#### 4. 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 Rampart.
- Griffin Centre Car park (a privately owned public car park with access from The Postern).
- The Parapet between The Postern and No.36 The Parapet.

In previous years, The Parapet was only closed approx. 30m east of The Postern, therefore, vehicular access between The Parapet and The Rampart was maintained. However, this year, The Parapet to be closed from The Postern intersection up to No.36 The Parapet, approx. 130m, to allow display of classic cars (expecting 25 classic cars). The organiser has liaised with the affected residents regarding the access restrictions and temporary loss of kerbside parking in the closed section of The Parapet. Some of kerbside parking next to the closed section of The Parapet will be barricaded (with cones) for the affected residents as per their request. The organiser has been advised to maintain a minimum of 3.0m unobstructed width alongside the display of classic vehicles in The Parapet for emergency vehicle access.

The Fair will operate based on the following time frames:

- *Event Time:* 10.00am – 3.00pm
- *Bump in:* Vehicles are permitted onsite between 6am and 7am Sunday 20 October 2019 for bump in.
- *Bump out:* Vehicles are permitted onsite after 4pm on Sunday 20 October 2019 for bump out.

The event traffic management plan has been created to meet the requirements outlined in TfNSW Guide to Traffic and Transport Management for Special Events<sup>1</sup> with the Traffic Control plan providing appropriate signage to direct traffic. A copy of the Event Traffic Management Plan is provided in Attachment 1.

There have been no operational issues on the local and State Road networks due to the Fair in previous years.

## 5. CONCLUSION

The biennial event has been successfully conducted since 2000 with no major issues relating to traffic and transport management. This year, a classic car show is added to the event and this requires closure of part of The Postern. Vehicular access to The Rampart will be restricted, with access only from Sortie Port.

There have been no operational issues on the local and State Road networks due to the Fair in previous years. The event traffic management plan has been created to meet the requirements outlined in TfNSW Guide to Traffic and Transport Management for Special Events.

### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

## 6. OFFICER'S RECOMMENDATION

That Council approves the use of the local road network and council car park as per the Event Traffic Management Plan prepared for the Castlecrag Fair to be held on Sunday 20 October 2019.

---

<sup>1</sup> Version 3.5 July 1, 2018

ATTACHMENT 1

**Castlecrag Fair**

**TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN**

**FOR**

**CASTLECRAG FAIR**

**SUNDAY 20 OCTOBER 2019**

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.* 1

**Castlecrag Fair****Contents**

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F. Minimising impact on non-event community and emergency services	14
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*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.:* 1

## Castlecrag Fair

### A. Approval and Authorisation to Regulate Traffic

#### A1. Approval

Traffic Management Plan approved by:

Lindy Batterham  
Event Organiser  
0411 243 811  
[info@castlecrag.org.au](mailto:info@castlecrag.org.au)

Date: 1 August 2019

#### A2. Authorisation to Regulate<sup>1</sup> Traffic

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to the Traffic Management Plan.

Regulation of traffic authorised by:

Gordon Farrelly  
Traffic and Transport Team Leader

Date: 1 August 2019

### B. NSW Police Approval

NSW Police's requirements have been met.

Sergeant Ryan Edwards  
Traffic Supervisor North Shore LAC

Date:

---

<sup>1</sup> Regulate traffic means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act 1993). Council and Roads and Maritime Services require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

Reference: Castlecrag Fair 2019  
Enquiries: Lindy Batterham  
Phone: 0411 243 811  
Version No.: 1



## Castlecrag Fair

### C. Introduction

Castlecrag Progress Association is proposing to conduct its biennial fair in Castlecrag (from this point forward referred to as Castlecrag Fair or Fair) on Sunday 20 October 2019, refer to the Locality Plan is provided in Figure 1. The fair has been held since 2000 and the applicant seeks Council's approval as in previous years.

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 20 stalls selling and showcasing arts and crafts, local community groups, clothing, food and children's activities. This year, a classic car show is also proposed. The forecast attendance over the duration of the fair will be around 1,000 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.

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.

Reference: Castlecrag Fair 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No.: 1

## Castlecrag Fair

- Willoughby Council's public car park on the corner of Edinburgh Road and The Postern
- The Postern between Edinburgh Road and The Rampart
- Griffin Centre Car park (a privately owned public car park with access from The Postern)
- The Parapet between The Postern and No.36 The Parapet

In previous years, The Parapet was only closed approx. 30m east of The Postern. However, this year, The Parapet to be closed up to No.36, approx. 130m, to allow for a classic car show which expects to display 25 classic cars. The organiser will liaise with the affected residents regarding the temporary loss of kerbside parking in the closed section of The Parapet. Some of kerbside parking next to the closed section of The Parapet will be barricaded (with cones) for the affected residents as per their request. The organiser has been advised to maintain a minimum of 3.0m unobstructed width alongside the display of classic vehicles in The Parapet for emergency vehicle access.

The Fair will operate based on the following time frames:

- *Event Time:* 10.00am – 3.00pm
- *Bump in:* Vehicles permitted onsite between 6am and 7am Sunday 20 October 2019 for bump in.
- *Bump out:* Vehicles permitted onsite after 4pm on Sunday 20 October 2019 for bump out.

Willoughby City Council has been notified of the intention of holding the informing of the Fair, refer to ATTACHMENT A.

This traffic management plan has been created to meet the requirements outlines in TfNSW Guide to Traffic and Transport Management for Special Events<sup>2</sup>. The organiser considers that the risks of the event have been identified using the best available information and this traffic management plan demonstrates how the event will maximise occupational health and safety for event participants, local community and others impacted by the event so far as is reasonably practicable. The traffic management plan also demonstrates what measures and how they will be applied to minimise the impact on road use and local communities impacted by the event.

---

<sup>2</sup> Version 3.5 July 1, 2018

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.:* 1

## Castlecrag Fair

### D. Risk Management – Traffic

#### D1. Occupational Health and Safety – Traffic Control

To maximise Occupational Health and Safety a high level<sup>3</sup> risk identification and assessment has been undertaken. Following consideration of the risks and their rating risk mitigation and management measures have been implemented for the event.

The key Occupational Health and Safety risks identified are listed below:

- Conflict between vehicles and event workers and event participants.
- Conflict between vehicles and infrastructure implemented as part of the event.
- Conflict between event workers and event participants

The high risk areas are outlined below and shown on the plan:

1. Where vehicles from outside the Castlecrag Fair interact with the boundaries of the Fair.  
There are
  - Edinburgh Road and The Postern
  - The Postern and The Rampart
  - At No.36 The Parapet
2. Where pedestrians associated with the event interact with vehicles accessing the Quadrangle Shopping Centre car park

---

<sup>3</sup> High level in the context of this plan means a combination of desk top review, on-site inspection and consultation with relevant individuals with knowledge of the operation of the Fair and the local road network.

*Reference:* Castlecrag Fair 2019

*Enquiries:* Lindy Batterham

*Phone:* 0411 243 811

*Version No.* 1

Castlecrag Fair

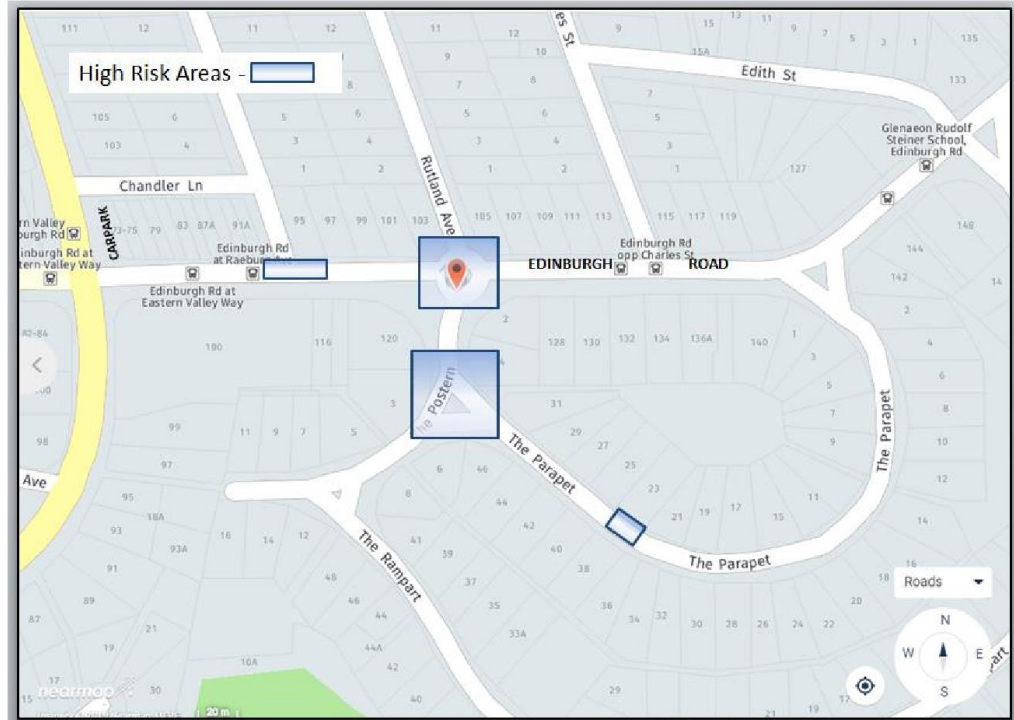


Figure 2: High Risk Areas

The following risk mitigation and management measures will be implemented and when considered individually and as a whole will reduce the level of safety risk for the key Occupational Health and Safety risks including those locations identified as high risk outlined above so far as is reasonably practicable.

Reference: Castlecrag Fair 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No.: 1

## Castlecrag Fair

### D1.1 Management of volunteers

The following measures will be implemented:

The organiser will have marshals at all intersections impacted by the Fair and any identified risk locations where traffic and patrons may need to be managed including:

- Edinburgh Road and The Postern
- The Postern and The Rampart
- Edinburgh Road at the ingress and egress driveway to the Quadrangle Shopping Centre car park
- The Parapet at No.36

All marshals will wear high visibility vests. By 6.00am marshals will be stationed at all intersections impacted by the Fair. Where available, certified traffic controllers will be utilised to implement the road closures and monitor the road closures and his risk locations.

### D1.2 Management of patrons

The following measures will be implemented:

- Patrons can find information and instructions regarding the fair and its layout on the Castlecrag Progress Association website.
- Marshals will direct patrons at all intersections along the route.
- 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

### D1.3 Low traffic Volumes

The event has been scheduled for a Sunday which is typically a time when traffic demand is very low across the road network including Castlecrag.

Castlecrag is a peninsular suburb, so there is no through traffic in the suburb, only local traffic. The Postern will be fully closed to traffic between Edinburgh Road and The Parapet. The Parapet is a residential street that will have very little traffic on a Sunday. Traffic volumes on The Parapet are anticipated to be 30 - 60 vehicles per hour based on local knowledge.

### D1.4 Promotion of use of footpaths as the preferred location for the Fair patron to travel

Participants will walk on the footpaths and fully closed streets. Edinburgh Road has a footpath which will remain open at all times.

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*Version No.:* 1

## Castlecrag Fair

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

### D1.5 Management of traffic and the road network

The organiser will have marshals at all intersections and the identified risk location of the Fair where traffic, volunteers and patrons may need to be managed. All marshals will wear high visibility vests. By 6.00am the marshals will be stationed at all intersections and the identified risk location.

The stalls on the footpath along Edinburgh Road will be set back from the kerb so that they will not be a hazard for parking and moving traffic using Edinburgh Road.

The stalls and other devices used as part of the operation of the Fair within The Postern and the car parks will be located so that they are away from the road closures to ensure a safe separation between infrastructure used as part of the Fair operation and moving traffic.

### D1.6 Identification and management of high risk areas<sup>4</sup> i.e. blind corners/hills

The organiser will have marshals at all intersections and identified risk locations of the Fair where traffic, volunteers and patrons may need to be managed.

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

### D1.7 Community liaison and actions at end of the event

- The Fair will be packed up after the event finishes.  
Barrier will be moved off the street and be picked up the day after the event.
- A notification letter will be distributed to all residents near the Fair. This letter will be printed on the back of a promotion flyer for the event.

The organiser has spoken to the affected residents of The Parapet regarding the closure of the street between The Postern and No.36.

### D1.8 Overall Event Risk Management Level following implementation of the risk identification, assessment, rating risk mitigation and management measures

The identification, assessment and mitigation measures introduced to manage the risks for the event have resulted in the risk rating for all risks as a result of the setting up, operation

<sup>4</sup> High risk areas in the context of this traffic management plan are considered to be locations with low participant sight distance such as blind corners and hills

Reference: Castlecrag Fair 2019  
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## Castlecrag Fair

and 'bump out' of the Fair to be considered by the event organisers to be at an **acceptable level**.

### D2. Public Liability Insurance

The Federation of Willoughby Progress Association (including Castlecrag Progress Association INC) Business Pack Insurance Certificate of Currency is to the value of \$20 million. A copy of the current Certificate (valid up to 5 August 2019) is provided in ATTACHMENT B, updated certificate to be forwarded to Council prior to the event.

### D3. Police

Police is advised of the event.

Access for emergency vehicles will be maintained during the event. All intersection on the course will have marshals to manage traffic and patrons to ensure safety interaction.

### D4. Fire Brigades and Ambulance

Fire Brigade and Ambulance services are advised of the event.

Access for emergency vehicles will be maintained during the event. All intersection on the course will have marshals to manage traffic and patrons to ensure safety interaction.

*Reference:* Castlecrag Fair 2019  
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*Phone:* 0411 243 811  
*Version No.:* 1

## Castlecrag Fair

### E. Traffic and Transport Management

#### E1. Description of event

Willoughby City Council was contacted by the Event Organiser via email in March and advised that the Association is proposing to add a 'Classic cars show' to the Fair this year, expecting about 25 vehicles.

The details of the Fair in 2019 are as follows:

- The event is requesting the use of Council's car park on the corner of Edinburgh Road and The Postern.
- The owners of the Griffin Centre have provided their approval to use their car park on fair day. Council has been provided a copy of an email verifying this approval. The Griffin Centre car park is the car park accessed from The Postern located next to and to the south of Council's car park.
- The traffic management including road closures requested for the fair by the Organising Committee include:
  - To close The Postern between Edinburgh Road and The Rampart (north of the driveway of No.5 The Postern)
  - To close The Parapet between The Postern and No.36 The Parapet to store approx. 25 classic cars for display, and
- The Parapet and The Rampart will only be open to local traffic.
- The Parapet can only be accessed from Edinburgh Road and The Rampart can be accessed from Sortie Port.
- All classic cars displayed on The Parapet to be parked on the northern parking lane, facing eastbound. Part of the carriageway (approx. 3.0m) to be clear of parked vehicles for emergency access if required.

A detailed layout plan of the Fair is provided in ATTACHMENT C.

#### E2. Parking

Marshals on duty will facilitate safe and orderly ingress and egress of stallholder vehicles into the Fair via the road closures in The Postern and vehicles for the Classic car show to enter via The Parapet or The Rampart. The Parapet to facilitate bump-in and bump out of goods for the stalls.

Many of the patrons will be local people who will be encouraged to walk to the Fair in order to reduce parking pressure in the area.

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
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*Version No.:* 1



## Castlecrag Fair

Participants will be encouraged to park on local streets such as The Rampart.

### **E3. Construction, traffic calming and traffic generating developments**

There is anticipated to be no or minimal impact on traffic generating developments. There will be no impact on construction and traffic calming along the route.

### **E4. Trusts, authorities or Government enterprises**

Willoughby City Council is the owner of the Council car park on the corner of Edinburgh Road and The Postern and has no objections to its use as part of the Fair.

There are no other Trusts, authorities or Government enterprises impacted by the event.

### **E5. Impact on/ of Public Transport Services**

No bus routes are affected.

### **E6. Traffic management requirements unique to this event**

The traffic management including road closures for the Fair will be to close:

- The Postern between Edinburgh Road and The Rampart (north of the driveway of No.5 The Postern);
- The Parapet between The Postern and No.36 The Parapet, and
- The Parapet and The Rampart will only be open to local traffic.

The main intersections, where traffic is stopped from entering the Fair, will be managed by marshals and a Traffic coordinator. A marshal will be in place at all times whereas the traffic co-ordinator will move between the locations to support and relieve marshals. The marshals and traffic coordinator will use barriers and use stop/go signs and interact with any vehicles approaching the fully closed intersections. The main intersections to be controlled are:

- The Postern and Edinburgh Road
- The Postern and The Rampart
- The Parapet at No.36

Those points will have barricades with Road Closed signs and will be manned by one person to interact with vehicles and to direct the patrons. The Fair will be well signposted for patrons and road users. The road closed signs will be installed between 5.00am and 7.00am.

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.:* 1

## Castlecrag Fair

Location of marshals and the Traffic Co-ordinator is provided in the traffic control plan in ATTACHMENT D.

These areas will have traffic barriers to clearly separate the traffic streams and signage warning drivers of the presence of patrons, and also directing patrons to be on the footpath, Barricades, cones and warning signs will be installed to define a safe area for volunteers and patrons and to separate volunteers and patrons from traffic in the following locations:

At all road closure points; The Postern at Edinburgh Road, The Postern at The Rampart and The Parapet at No.36 will have safety barriers to separate traffic and volunteers and patrons.

### Edinburgh Road at the ingress and egress driveway to the Quadrangle Shopping Centre car park

- A Marshal will be position to guide and control pedestrian movements at the ingress and egress driveway to the Quadrangle Shopping Centre car park when cars are entering and leaving the car park.
- 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

### **E7. Contingency Plans**

There is no contingency plan.

### **E8. Heavy Vehicle Impacts**

Access for Heavy vehicles will not be affected by the road closures.

As the event is on a Sunday and the peninsular nature of the suburbs involved, there is not anticipated to be any heavy vehicle traffic during the event.

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.:* 1

## Castlecrag Fair

### F. Minimising impact on non-event community and emergency services

#### F1. Access for local residents, businesses and emergency services

Access for local residents, businesses and emergency services vehicles will be minimised as safe and convenient alternate access is provided into the residential areas impacted by the road closures. There will be no impact on pedestrian or cyclist movements through the area. Local traffic will only suffer minor inconvenience as a result of the Fair.

The Parapet can only be accessed from Edinburgh Road and The Rampart can be accessed from Edinburgh Road via Sortie Port and The Battlement.

There is no impact on traffic movements in adjoining Council areas. There is no impact on existing or future developments.

#### F2. Advertisement of the Fair

The organiser will letter box drop residents and businesses in the Castlecrag Shopping Centre and local roads including The Postern, The Rampart and The Parapet advising them of the Fair and ask for their patience and co-operation during the Fair.

Posters will be placed in the shopping centre in advance of the Fair, notifying residents and visitors of the Fair.

An advertisement will be placed in The Crag, the local newspaper, to publicise and inform residents of the Fair.

A copy of a poster is provided in ATTACHMENT E.

#### F3. Event notification signs

Posters will also be provided in Edinburgh Road, The Postern and The Parapet, Castlecrag to inform road users of the Fair.

### G. Special Event Transport Management Plan Template

The completed template is provided in ATTACHMENT F.

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.:* 1

Castlecrag Fair

ATTACHMENTS

DRAFT

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.:* 1

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## Castlecrag Fair

### ATTACHMENT A: Willoughby City Council notification



#### CASTLECRAG PROGRESS ASSOCIATION INC.

*Serving the community since 1925*

18 February 2019

EMAIL

[email@willoughby.nsw.gov.au](mailto:email@willoughby.nsw.gov.au)

Ms Debra Just  
General Manager  
Willoughby City Council  
PO Box 57  
CHATSWOOD NSW 2057

Dear Ms Just,

#### The Biennial Castlecrag Fair

CPA is planning to run its biennial Castlecrag Fair at the Castlecrag Shopping Village on Sunday 20 October 2019, between 7:00 am and 4:30 pm. We have been running the Fair since 2000 and WCC has in the past been generous enough to support our endeavours. Once again, we seek your permission to stage the Fair.

In the past, Council has had a presence at the Fair and we look forward to your participation once again. The Bushland Team put on a great show last Fair and we would very much like to see them there again. In addition, any other group within Council that is interested in having a stall would be most welcome. Advertising for the event, closer to the time, would also be appreciated.

We will, as was the case for the Fair in 2017, be liaising closely with Gordon Farelly of the Traffic Management Team and we will be applying for a Community Grant in May to help us defray the costs of the event.

As always we are organising insurance for the day.

If there are any issues, we need to address in advance of the Fair please feel free to contact me via the email address below.

Many thanks,

Dr Paul Stokes

President, CPA

[info@castlecrag.org.au](mailto:info@castlecrag.org.au)

Reference: Castlecrag Fair 2019  
Enquiries: Lindy Batterham  
Phone: 0411 243 811  
Version No.: 1

## Castlecrag Fair

### ATTACHMENT B: Certificate of Insurance

The Federation of Progress Association (including Castlecrag Progress Association INC) organises a Business Pack Insurance Certificate of Currency is to the value of \$20 million. A copy of the 2018-2019 certificate (up to 5 August 2019) is attached, updated certificate will be forwarded to Council prior to the event.

*Copy of insurance*

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.:* 1


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Castlecrag Fair

**Business Pack Insurance**  
**Certificate of Currency**

Policy Number 18A517268BPK

QBE Insurance (Australia) Ltd  
Head Office  
Level 5, 2 Park Street  
Sydney NSW 2000  
ABN: 78 003 19 1 035  
AFS Licence No: 239545



**Issued By**  
QBE Insurance (Australia) Ltd

**Period of Insurance**  
From 05/08/2018  
To 05/08/2019 at 4pm

This certificate acknowledges that the policy referred to is in force for the period shown.  
Details of the cover are listed below.

**The Insured**

THE FEDERATION OF WILLOUGHBY PROGRESS | ASSOCIATION

ABN Number Not Provided

**Cover Details**

**Location** ANYWHERE IN AUSTRALIA, SYDNEY NSW 2000 **Risk Number** 1

**Business** PROGRESS ASSOCIATION GROUPS

**Interested Party** None Noted

**Broadform Liability Section**

Particulars	Total Sum Insured	Limit
Limit of liability, any one occurrence		\$20,000,000
Products liability, in aggregate		\$20,000,000
Property in Your physical and legal control	As per the policy wording	
<b>Excess</b>	\$500 for property damage claims only \$0 for personal injury claims	

QM1526-1207

Date Printed 03/10/2018

Page 1 of 3


Reference: Castlecrag Fair 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No.: 1

Castlecrag Fair

**Business Pack Insurance**  
**Certificate of Currency**

Policy Number 18A517268BPK

QBE Insurance (Australia) Ltd  
Head Office  
Level 5, 2 Park Street  
Sydney NSW 2000  
ABN: 78 003 191 035  
AFS Licence No: 239545



**Cover Details *continued***

<b>Location</b>	ANYWHERE IN AUSTRALIA, SYDNEY NSW 2000	<b>Risk Number</b> 1
<b>Business</b>	PROGRESS ASSOCIATION GROUPS	

**Clauses**

- **S40**  
ORGANISERS  
The Public and products liability cover section of this Policy does not cover liability for claims in respect of:

  1. Personal injury or damage to property of persons actually participating in any performance, sport, game, contest or display involving athletic, acrobatic, military or equestrian skill or the use of firearms, missiles of any kind, explosives or combustibles.
  2. Personal injury or damage to property of persons caused by the use of mechanical amusement devices.
  
- **B64**  
Your Business  
Your Business specified in the Schedule is more fully described as:  
HOLD EXECUTIVE MEETINGS, PUBLIC MEETINGS  
Note that on 07/06/2019 they will be arranging a Castlecrag Fair, with Stalls - local artisans, local groups will be attending. Activities include Clown Cabin, Budgee Ride, Wildlife display, Coffee Cart & Buskers. Stall holder carry their own liability policies.
  
- **B32**  
Expanded Name of Insured  
The named Insured specified in the Schedule is more fully described as:  
NORTHBRIDGE PROGRESS ASSOCIATION INC  
CASTLE COVE PROGRESS ASSOCIATION INC  
CASTLECrag PROGRESS ASSOCIATION INC  
ARTARMON PROGRESS ASSOCIATION INC  
CHATSWOOD WEST WARD PROGRESS ASSOCIATION INC  
NAREMBURN PROGRESS ASSOCIATION INC  
CHATSWOOD EASTSIDE PROGRESS ASSOCIATION  
WILLOUGHBY SOUTH PROGRESS ASSOCIATION INC
  
- **IBN**  
IBNA Commercial/Retail/Industrial Policy wording QM515 applies when BUSINESS PACK INSURANCE is shown on the policy schedule.  
QBE Trade Policy QM207 applies when TRADES PACK INSURANCE is shown on the policy schedule.

Date Printed 03/10/2019

Page 2 of 3

QM1 826-1207

Reference: Castlecrag Fair 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No.: 1




Castlecrag Fair

**Business Pack Insurance Certificate of Currency**

Policy Number 18A517268BPK

QBE Insurance (Australia) Ltd  
Head Office  
Level 5, 2 Park Street  
Sydney NSW 2000  
ABN: 78 003 191 035  
AFS Licence No: 239545



**Cover Details continued**

<b>Location</b>	ANYWHERE IN AUSTRALIA, SYDNEY NSW 2000	<b>Risk Number</b>	1
<b>Business</b>	PROGRESS ASSOCIATION GROUPS		

**Clauses continued**  
QBE Office Policy QM208 applies when OFFICE PACK INSURANCE is shown on the policy schedule.

End of Certificate

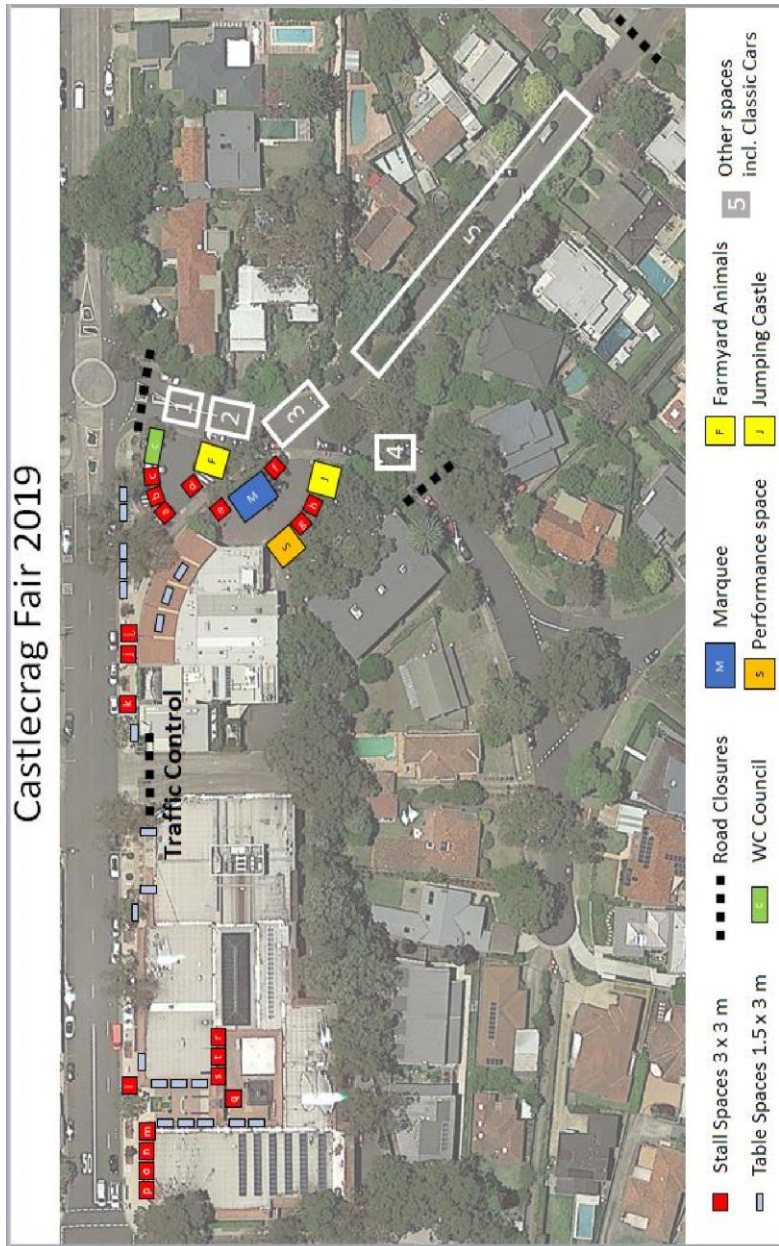
OM1 626-1207

Date Printed 03/10/2018 Page 3 of 3

Reference: Castlecrag Fair 2019  
Enquiries: Lindy Batterham  
Phone: 0411 243 811  
Version No.: 1

Castlecrag Fair

ATTACHMENT C: Layout of Castlecrag Fair



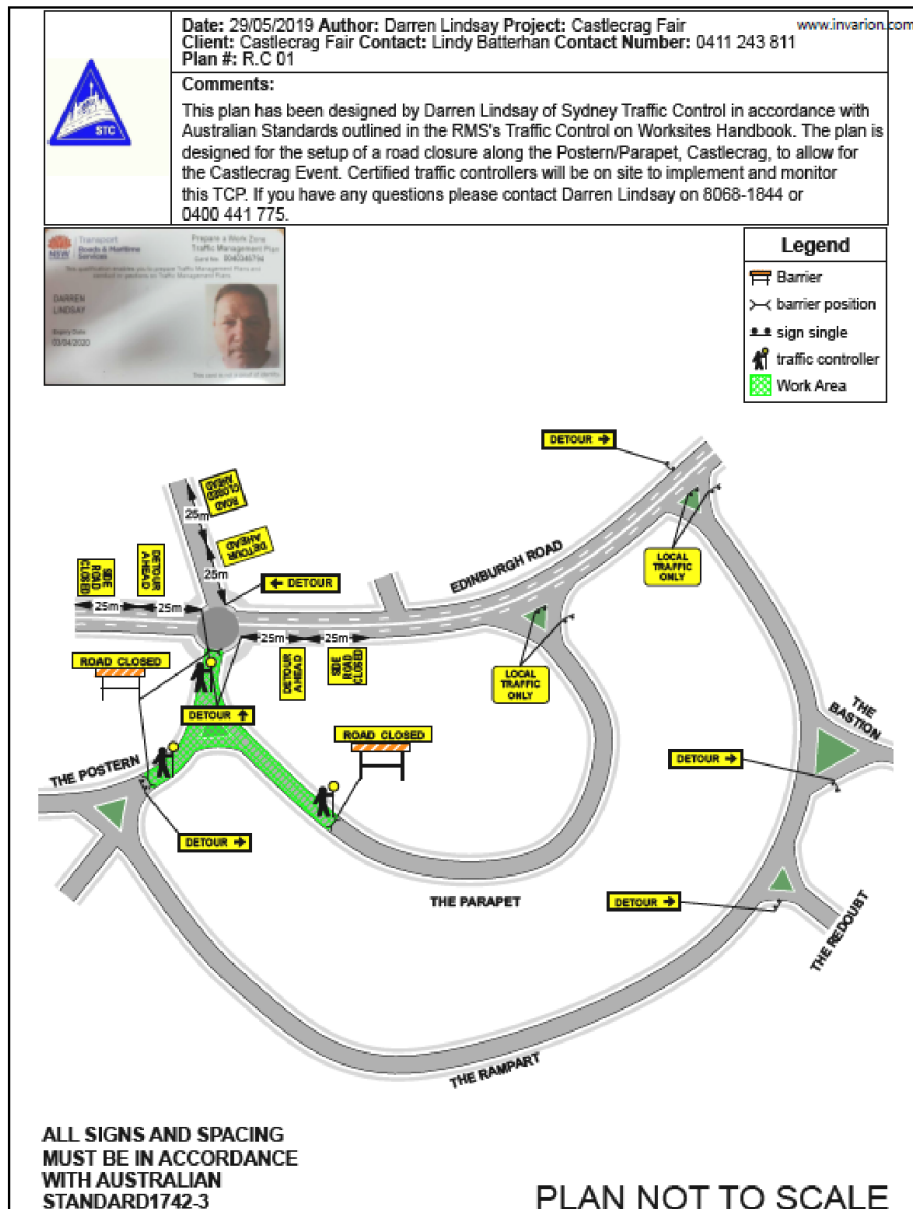
Reference: Castlecrag Fair, 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No. 1

## Castlecrag Fair

ATTACHMENT D: Traffic control plan

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.* 1

Castlecrag Fair



Reference: Castlecrag Fair 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No.: 1

**Castlecrag Fair**

**ATTACHMENT E: Event Poster**

*Reference:* Castlecrag Fair 2019  
*Enquiries:* Lindy Batterham  
*Phone:* 0411 243 811  
*Version No.* 1

## Castlecrag Fair

A poster for the Castlecrag Community Fair 2019. At the top left is a logo of a hand holding a butterfly, next to a box containing the text 'CASTLECRAG PROGRESS ASSOCIATION'. The main title 'CASTLECRAG COMMUNITY FAIR' is in large, bold, black letters. Below it, the date 'Sunday 20 October 2019' and time '10am-3pm' are listed, followed by the location 'Castlecrag Shopping Village'. The poster lists various activities: 'Artist & Artisan stalls', 'Jumping Castle', 'Farmyard Animals', 'Guided Walks', 'Nature Art', 'White Wolf Dojo, Choirs, Buskers', 'Community Group stalls', and 'Classic Car Display in The Parapet'. It concludes with 'And much, much more!'. At the bottom, there is a small logo for Willoughby City Council with the text 'This project has received funding from Willoughby City Council'.

Reference: Castlecrag Fair 2019  
Enquiries: Lindy Batterham  
Phone: 0411 243 811  
Version No.: 1

### Castlecrag Fair

ATTACHMENT F: Special Event Transport Management Plan Template

SPECIAL EVENT GUIDE	<a href="#">Return to Table of Contents</a>
<b>Special Event Resources</b>	
<b>Special Event Transport Management Plan</b>	
<i>Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan</i>	
<b>1. EVENT DETAIL</b>	
<b>1.1. Event Summary</b>	
Event Name:	Castlecrag Fair
Event Location:	Castlecrag Shopping village, The Pastern, The Parapet
Event Date:	29/10/19
Event Start Time:	10.00 am
Event Finish Time:	3.00 pm
Event Setup Time:	6.00 am
Event Pack down Finish Time:	5.00 pm
Event is	<input checked="" type="checkbox"/> off-street <input type="checkbox"/> on-street moving <input checked="" type="checkbox"/> on-street non-moving
Event is	<input type="checkbox"/> held regularly throughout the year (calendar attached)
<b>1.2. Event Summary</b>	
Event Organiser*:	Lindy Batterham
Phone:	0411 243811
Fax:	-
Mobile:	0411 243811
Email:	info@castlecrag.org.au
Event Management Company (if applicable):	Not Applicable
Phone:	-
Fax:	-
Mobile:	-
Email:	-
Police:	Sergeant Ryan Edwards
Phone:	9414 8515
Fax:	-
Mobile:	-
Email:	-
Council:	Gordon Farrelly
Phone:	9777 7705
Fax:	-
Mobile:	-
Email:	Gordon.Farrelly@willoughby.nsw.gov.au
Transport Management Centre (if Class 1 – Sydney Metropolitan Area):	Not Applicable
Phone:	-
Fax:	-
Mobile:	-
Email:	-
Roads & Maritime Service (if Class 1 – regional NSW and Class 2 event):	Not Applicable
Phone:	-
Fax:	-
Mobile:	-
Email:	-
<small>*Note: The Event Organiser is the person or organisation in whose name the Public Liability insurance is taken out.</small>	

Reference: Castlecrag Fair 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No.: 1

Castlecrag Fair

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**1.3. Brief description of the event (one paragraph)**  
*Refer to Traffic and Pedestrian Management Plan*

**2. RISK MANAGEMENT TRAFFIC**

Class 1	Class 2	Class 3	<b>2.1. Occupational Health &amp; Safety – Traffic Control</b>
			<input checked="" type="checkbox"/> Risk assessment plan (or plans) attached
			<b>2.2. Public Liability Insurance</b>
			<input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached.
Class 1	Class 2	Class 3	<b>2.3. Police</b>
			<input checked="" type="checkbox"/> Police written approval obtained
			<b>2.4. Fire Brigades and Ambulance</b>
			<input checked="" type="checkbox"/> Fire brigades notified
Class 1	Class 2	Class 3	<input checked="" type="checkbox"/> Ambulance notified
			<b>3. TRAFFIC &amp; TRANSPORT MANAGEMENT</b>
			<b>3.1. The route or location</b>
			<input checked="" type="checkbox"/> Map attached
Class 1	Class 2	Class 3	<b>3.2. Parking</b>
			<input checked="" type="checkbox"/> Parking organised – details attached
			<input type="checkbox"/> Parking not required
			<b>3.3. Construction, traffic calming and traffic generating developments</b>
Class 1	Class 2	Class 3	<input type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached
			<input checked="" type="checkbox"/> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
			<b>3.4. Trusts, authorities or Government enterprises</b>
			<input checked="" type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached
Class 1	Class 2	Class 3	<input type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise
			<b>3.5. Impact on/or Public Transport</b>
			<input type="checkbox"/> Public transport plans created - details attached
			<input checked="" type="checkbox"/> Public transport not impacted or will not impact event
Class 1	Class 2	Class 3	<b>3.6. Reopening roads after moving events</b>
			<input type="checkbox"/> This is a moving event - details attached.
			<input checked="" type="checkbox"/> This is a non-moving event.
			<b>3.7. Traffic management requirements unique to this event</b>
Class 1	Class 2	Class 3	<input checked="" type="checkbox"/> Description of unique traffic management requirements attached
			<input type="checkbox"/> There are no unique traffic requirements for this event
			<b>3.8. Contingency plans</b>
			<input type="checkbox"/> Contingency plans attached

Traffic & Transport Management of Special Events | Version 3.5 July 1, 2018 Page 92 of 98

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 Version No.: 1



## Castlecrag Fair

SPECIAL EVENT GUIDE		<a href="#">Return to Table of Content</a>
Class 1	Class 2	<p><b>3.9. Heavy vehicle impacts</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Impacts heavy vehicles – RMS/TMC to manage</li> <li><input checked="" type="checkbox"/> Does not impact heavy vehicles</li> </ul> <p><b>3.10. Special event clearways</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Special event clearways required - RMSTMC to arrange</li> <li><input checked="" type="checkbox"/> Special event clearways not required</li> </ul>
	<p><b>4. MINIMISING IMPACT ON NON-EVENT COMMUNITY &amp; EMERGENCY SERVICES</b></p>	
Class 1	Class 3	<p><b>4.1. Access for local residents, businesses, hospitals and emergency vehicles</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Plans to minimise impact on non-event community attached</li> <li><input type="checkbox"/> This event does not impact the non-event community either on the main route (or location) or detour routes</li> </ul>
	Class 2	<p><b>4.2. Advertise traffic management arrangement</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Road closures or restrictions - advertising medium and copy of proposed advertisements attached</li> <li><input type="checkbox"/> No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached</li> <li>No road closures, restrictions or special event clearways - advertising not required</li> </ul>
	<p><b>4.3. Special event warning signs</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Special event information signs are described in the Traffic Control Plan/s</li> <li><input checked="" type="checkbox"/> This event does not require special event warning signs</li> </ul>	
	<p><b>4.4. Permanent Variable Message Signs</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Messages, locations and times attached</li> <li><input checked="" type="checkbox"/> This event does not use permanent Variable Message Signs</li> </ul>	
	<p><b>4.5. Portable Variable Message Signs</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> The proposed messages and locations for portable VMS are attached</li> <li><input checked="" type="checkbox"/> This event does not use portable VMS</li> </ul>	
<p>Traffic &amp; Transport Management of Special Events   Version 3.5 July 1, 2018</p>		<p>Page 93 of 98</p>

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## Castlecrag Fair

SPECIAL EVENT GUIDE

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### 5. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads & Maritime Services (RMS), Transport Management Centre (TMC) or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RMS/TMC or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

### 6. APPROVAL

TMP Approved by: \_\_\_\_\_ Event Organiser \_\_\_\_\_ Date \_\_\_\_\_

### 7. AUTHORISATION TO \*REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: \_\_\_\_\_ Council \_\_\_\_\_ Date \_\_\_\_\_

The RMS/TMC's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: \_\_\_\_\_ RMS/TMC \_\_\_\_\_ Date \_\_\_\_\_

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS/TMC require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

Refer to Traffic & Pedestrian Management Plan - Section A.

Reference: Castlecrag Fair 2019  
 Enquiries: Lindy Batterham  
 Phone: 0411 243 811  
 Version No.: 1

#### **4.9 RAILWAY STREET, CHATSWOOD - SYDNEY METRO RAIL REPLACEMENT TRAFFIC MANAGEMENT PLAN**

<b>ATTACHMENTS:</b>	<b>1. SYDNEY METRO RAIL REPLACEMENT PLAN (PROPOSAL)</b>
<b>WARD:</b>	<b>WEST WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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### **1. PURPOSE OF REPORT**

To approve the Sydney Metro Rail Replacement Traffic Management Plan to support rail replacement bus operations during a combined North West Metro and Sydney Trains T1 rail shut down and when Sydney Metro Northwest only is shut down.

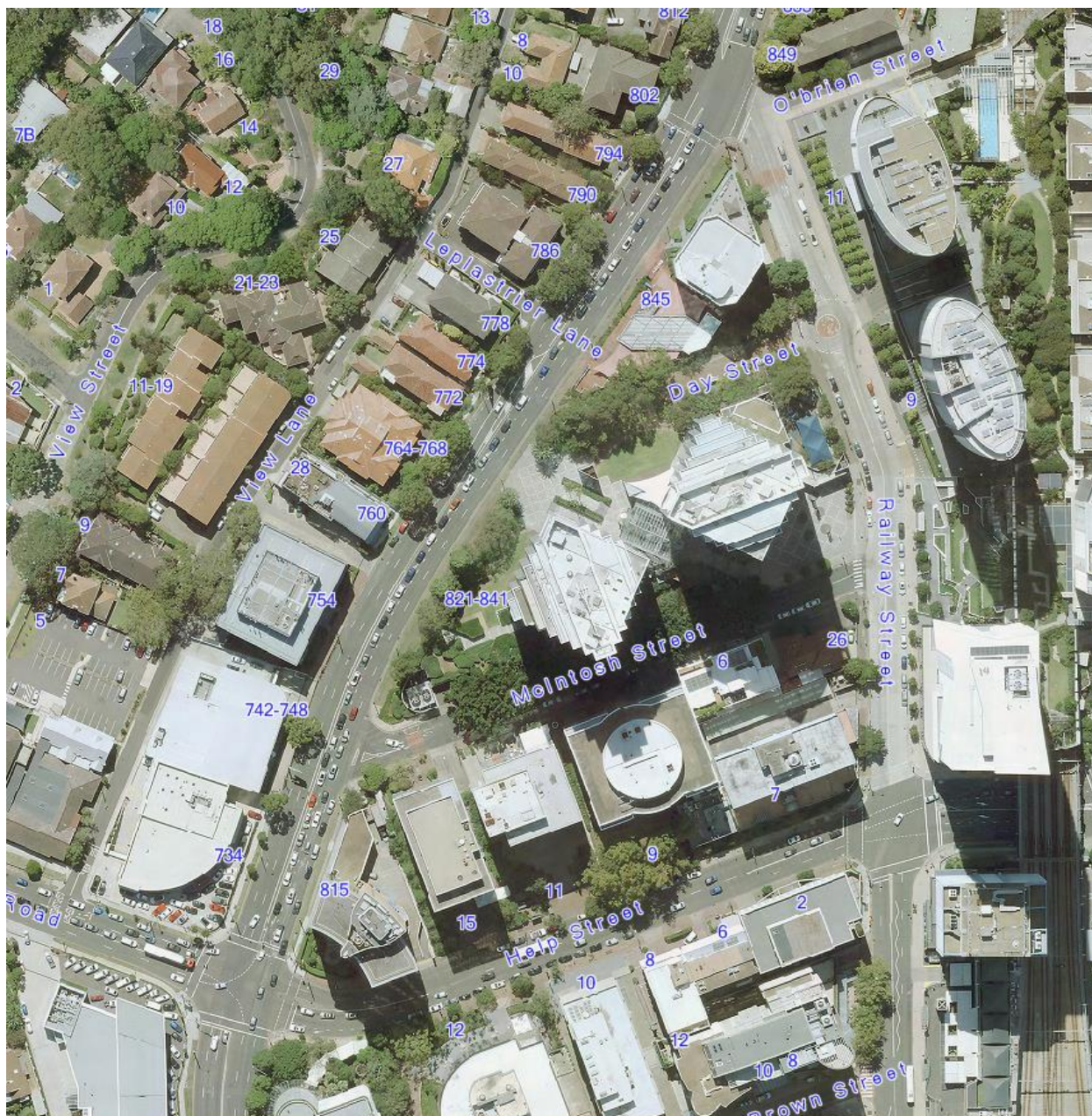
### **2. TRAFFIC COMMITTEE RECOMMENDATION**

**That Council:**

- 1. Approve the Sydney Metro Rail Replacement Traffic Management Plan as outlined in Attachment 1.**
- 2. Approve that Council write to Transport for New South Wales requesting that it review its decision not to use the Chatswood Transport Interchange for the Sydney Metro rail replacement bus operations and consider a trial for the use of the interchange for the next Sydney Metro shutdown.**

### **3. BACKGROUND**

Sydney Metro Northwest has recently commenced operation. The Metro line will be shut down to support maintenance and other activities. Buses are introduced to replace the Metro service during these periods. Sydney Trains has an existing Rail Replacement Traffic Management Plan for its bus replacement activities. The location of the traffic management changes to support the Sydney Metro Rail Replacement Traffic Management Plan is provided in the locality plan below:



**Locality Plan: Railway Street, Chatswood**

The shutdown of the Sydney Metro may occur on its own or in combination with the shutdown of the Sydney Trains T1 rail lines. The plan is understood to be developed to support a combined North West Metro and Sydney Trains T1 rail shut down and a Sydney Metro only shut down. Sydney Metro has advised the plan is based on learnings from the previous combined Metro Northwest and Sydney Trains T1 shut down.

#### Sydney Metro Rail Replacement Traffic Management Plan

Transport for New South Wales (TfNSW) will be implementing temporary rail replacement traffic management to support its bus operations plan. If successful TfNSW has advised that this plan will be implemented for future shared possessions.

The plan is designed to separate as best as possible, regular bus services, Sydney Trains replacement services and Sydney Metro replacement services. Use of the Bus Interchange for this operation was ruled out due to a number of factors including capacity constraints -

570 regular bus services operate from/to Chatswood interchange. The Metro rail replacement services will introduce around 650 extra services. Another factor to remain on the western side of the railway line was based on the congestion observed on the eastern side during the previous possession. The basis of the revised plan is:

- Sydney Metro replacement buses will drop off and pick up passengers on Railway Street eastern side between Day Street and Help Street
- Sydney Trains will operate their usual plan in Chatswood operating a stop on the northern and southern side of Victoria Avenue

To accommodate this plan the following kerbside use changes are required:

- Approximately 110-115m of kerb space will be required to temporarily change to Bus Zone on Railway Street eastern side between Day Street and Help Street. The current kerbside signage in this section is 2P [8:30am-6pm M-F, 2P 8:30am-4:30pm Sat] 7x Motor Cycle spaces, No parking, No Stopping and a Go Get space.
- To assist Rail replacement bussing operations approx. 50 metres of No Stopping will be required on Railway Street western side between Brown Street and Help Street. The current kerbside signage is No Stopping 6am-6pm, No Parking Coaches excepted at other times and existing No Stopping.

TfNSW will engage RMS's contractor to make signage changes. This will be in the form of Bus Zone, No Stopping and Special Event clearway signage.

The TfNSW Transport Management Centre will assist traffic flow at key intersections (Railway Street and Help Street) to address congestion. The extension of no stopping between Brown Street and Help Street is considered important to minimise congestion in the area.

Attachment 1 provides maps showing the extent of the kerbside changes required.

#### **4. DISCUSSION**

The traffic management plan was trialled during the combined North West Metro and Sydney Trains T1 rail possession weekend of 3-4 August. The proposed new T1 Northshore Line and Sydney Metro Rail Replacement Bus Plan (RRBP) was agreed for implementation on 3-4 August 2019 only. This decision was based on the short time provided for assessment and decision making. The following are issues and information identified relating to the operation of this plan.

##### Loss of street parking and use of Chatswood Transport (Bus) Interchange

TfNSW is to takeover kerb space in Railway Street, Chatswood between Day Street and Help Street, east side of road, and Railway Avenue between Brown Street and Help Street, west side of road, with the loss of ticket parking in these locations. Around 17 spaces are impacted. In addition, TfNSW is to takeover kerb space in Railway Street, Chatswood between Day Street and Help Street, east side of road, with the loss of one car share parking space in this location. There is also a loss of motor cycle parking, kiss and ride and Coach parking in Railway Street. The implementation of the plan will result in revenue lost by Council. It has been estimated that the total potential loss of income over the weekend would be \$341. TfNSW has been requested to compensate for the loss of revenue noting that this will occur every time the Sydney Metro is shutdown.

It is preferred that the bus replacement activities be undertaken in the Chatswood Transport Interchange. While it is noted that TfNSW has discounted this option, it is considered appropriate to request that this decision is reviewed and a trial implemented using the Chatswood Interchange for the following reasons:

- The bus replacement movements will lead to around 1 bus movement a minute in the Chatswood Transport Interchange including the connecting local roads which does not appear a high figure (based on the interchange operation between 6 am – 11 pm and 1,220 movements during this period).
- Observations during Saturday 3 August 2019 indicated that there is spare bus stop capacity and layover areas for buses in the Chatswood Transport Interchange.
- The use of the Chatswood Transport Interchange will permit the on-going use of local road kerb space by the community. TfNSW has been requested to provide more evidence to justify the reasons for its position in relation to the capacity and congestion for the use of the Chatswood Transport (Bus) Interchange for all normal bus and RRBP activities.
- Rail passengers have a simpler and more direct transfer between bus services and train services.
- The use of the Chatswood Transport Interchange provides overhead cover and an 'all weather' facility which would provide a higher level of amenity compared to the use of Railway Street, particularly in very hot and inclement weather.

Observations during Saturday 3 August 2019 revealed that the implementation of the plan generally worked satisfactorily with only a low number of operational issues relating to bus movements noted.

#### Implementation of works

TfNSW will undertake all works for the plan at its cost.

#### Transport Management Operations and communications

The TfNSW Transport Management Centre assists traffic flow at key intersections including Railway St and Help St. It is recommended that a combination of local and regional stakeholder and community awareness campaigns are implemented to support the plan and that this occurs commencing at least 1 week prior to the implementation of the shutdown.

## **5. CONCLUSION**

Transport for New South Wales (TfNSW) will be implementing traffic management to support its bus replacement plan. The plan leads to temporary changes to regulatory parking restrictions in Railway Street between Pacific Highway and Victoria Avenue with loss of street parking for the community and revenue for Council. Observations reveal that the Chatswood Transport Interchange appears to have capacity to accommodate the Sydney Metro bus operations as well as providing a better customer journey experience.

The implementation of the plan on 3 and 4 August 2019 appeared to be successful with only minor bus operational issues noted.

Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

**6. OFFICER'S RECOMMENDATION**

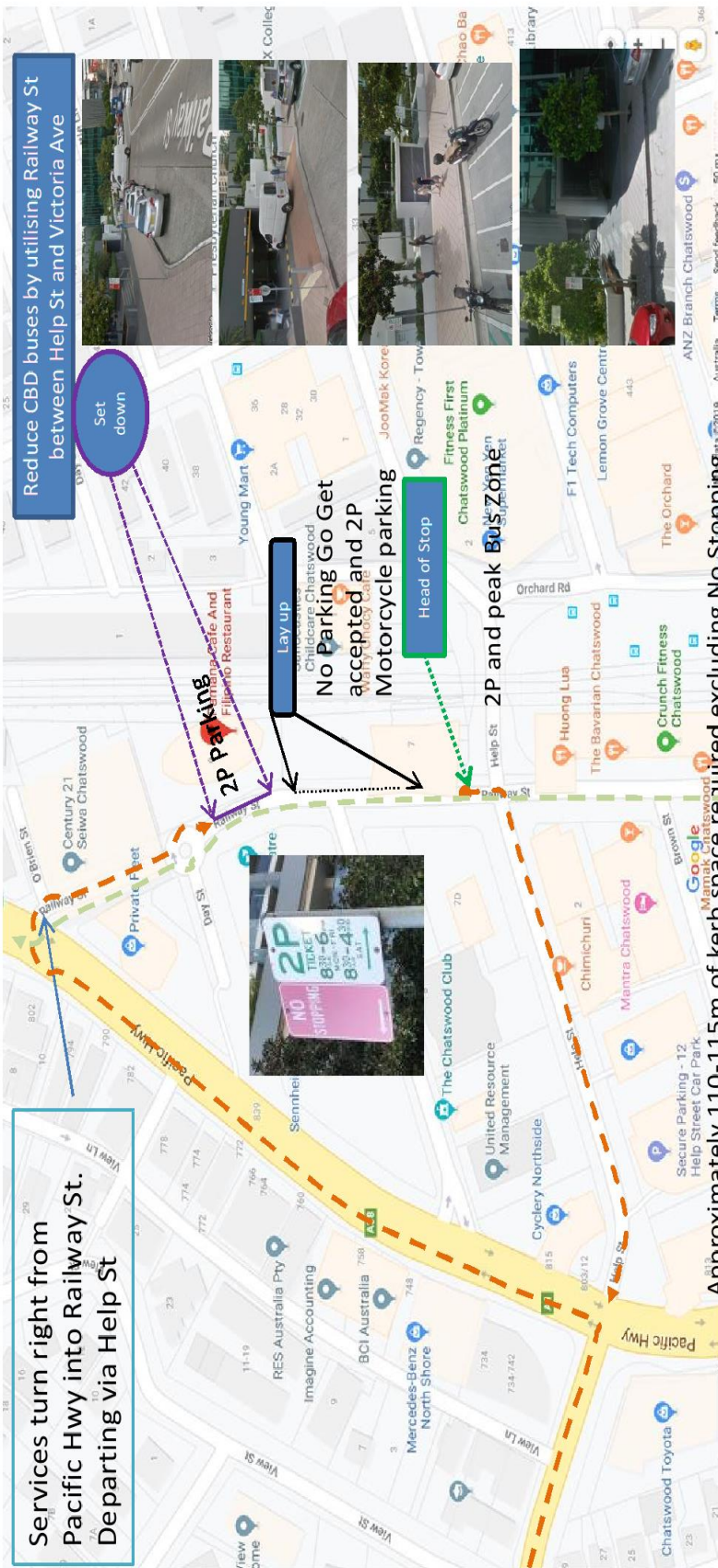
That Council:

1. Approve the Sydney Metro Rail Replacement Traffic Management Plan as outlined in Attachment 1.
2. Approve that Transport for New South Wales be requested to review its decision not to use the Chatswood Transport Interchange for the Sydney Metro rail replacement bus operations and trial the use of the interchange for the next Sydney Metro shutdown.

ATTACHMENT 1

# Metro Rail Replacement Proposal (Chatswood)

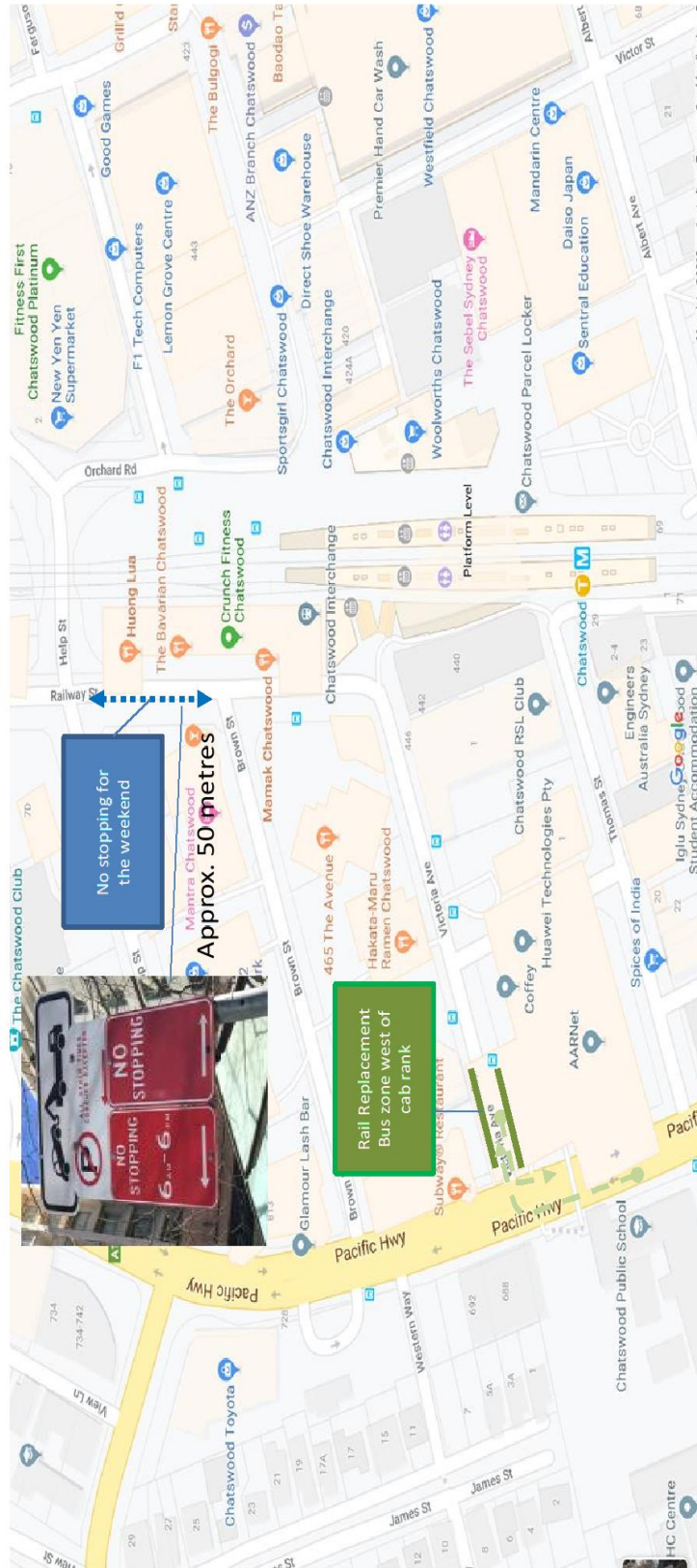
Railway Street (eastern side) between Day St and Help Street





# Metro Rail Replacement Proposal (Chatswood)

Railway St ( Western side) between Brown and Help Street



# Metro Rail Replacement Proposal (Chatswood)

- Railway Street north of Help Street has identified as an alternate as it offers some separation of bus services and potential to reduce congestion
- Victoria Ave is not an option with the reinstatement of Taxis and proximity to major attractions
- Railway Street north of Help Street reduces confusion with regular route services and congestion with the Sydney trains replacement buses
- Limited impact to commercial premises as this is a weekend possession and the adjoining buildings are offices
- The removal of the Kiss and Ride at Victoria Ave and Railway St will be of minimal impact, as the station is closed on weekends. In respect to weeknights this extension is required from 21:30 until 24:30 to accommodate bus movements with the reinstatement of Taxi's I Victoria Ave.
- Transport Management Centre can assist traffic flow at key intersections ( Railway St and Help St) to address congestion, the extension of no stopping between Brown and Help St's is considered important to minimise congestion in the area.

***570 regular bus services operate from/to Chatswood interchange. The additional 650 metro rail replacement services would result in capacity issues and unsafe working.***

#### 4.10 DELEGATED ITEMS REPORT - REGULATORY SIGNPOSTING AND LINE MARKING

<b>ATTACHMENTS:</b>	<b>1. DIAGRAMS OF SIGNPOSTING AND LINE MARKING CHANGES</b>
<b>WARD:</b>	<b>ALL WARDS</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>HASSAN YOUSAF - TRAFFIC ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>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</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

### 1. PURPOSE OF REPORT

To approve the completion of regulatory signposting and line marking changes at various locations across the Willoughby Local Government Area..

### 2. TRAFFIC COMMITTEE RECOMMENDATION

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

### 3. BACKGROUND

These are minor traffic and parking issues forwarded to Council for its consideration and, if appropriate, action. The action is typically implementation of regulatory signposting and line marking.

### 4. DISCUSSION

The regulatory signposting and line marking changes which have been implemented since the last Local Traffic Committee are outlined in the Figure 1.

Figure 1: Regulatory signposting and line marking changes implemented

No.	Location	Issue	Completed Works
19/19	Elizabeth Street, Artarmon	Request to install 'No Stopping Garbage Collection Vehicles Excepted' zone for garbage services	Conversion of (1) Taxi Zone space to 'No Stopping – Authorized Garbage Services Excepted' zone on Elizabeth Street, Artarmon

No.	Location	Issue	Completed Works
19/20	Piper Lane, Naremburn	Request to install No Stopping and No Parking zone due to illegal parking	Install statutory No Stopping signs on Station Street, Grandview Street at their intersection with Piper Lane and installation of No Parking along northern side of Piper Lane, Naremburn
19/21	Bertram Street, Chatswood	Request to install No Parking zone due to improper length of parking available	Install No Parking signs on both sides of the driveway servicing property 30 Bertram Street, Chatswood
19/22	Hampden Road, Artarmon	Request to install No Stopping zone due to illegal parking	Install statutory No Stopping sign on Hampden Road at the corner Hampden Road and Barton Road intersection, Artarmon
19/23	Grandview Street, Naremburn	Request to install No Stopping zone due to illegal parking	Install statutory No Stopping signs at the corner of Grandview Street and Olympia Road, Naremburn
19/24	Park Road, Naremburn	Request to install No Stopping zone due to illegal parking	Install statutory No Stopping signs at the intersection of Park Road, Olympia Road and Ruth Street, Naremburn
19/25	Station Street, Naremburn	Request to install No Stopping zone due to illegal parking	Install statutory No Stopping signs at the intersection of Station Street and Park Road, Naremburn
19/26	Talus Street, Naremburn	Request to install No Parking zone due to improper length of parking available	Install No Parking signs in front of property 13 Talus Street, Naremburn
19/27	Jenkins Street, Chatswood	Request to install No Parking zone due to improper length of parking available	Install No Parking signs on both sides of the driveways servicing properties 3 and 5 Jenkins Street, Chatswood
19/28	Park Road, Naremburn	Request to install driveway white lines	Install white line outside the driveway servicing property 16 Park Road, Naremburn
19/29	McClelland Street, North Willoughby	Request to install driveway white lines	Install white line outside the driveway servicing property 25 McClelland Street, North Willoughby
19/30	Willoughby Road, Naremburn	Request to install No Stopping zone	Install No Stopping signs at Rohan Street and Willoughby Road in Naremburn
19/31	Penkivil Street, Willoughby	Request to install No Through Road sign due to multiple vehicles stuck in the lane	Install 'No Through Road – No Access to Hector Road' signs in Penkivil Street, Willoughby
19/32	Hotham Parade, Artarmon	Request to install No Parking zone due to improper length of	Install No Parking signs on both sides of the driveways servicing properties 58 and

No.	Location	Issue	Completed Works
		parking available	60 Hotham Parade, Artarmon
19/33	Cameron Avenue, Artarmon	Request to install No Parking zone due to difficulty in using the driveway	Install No Parking zone adjacent to the parking lot driveway and move the signs further in Cameron Avenue, Artarmon
19/34	Anderson Street, Chatswood	Request to install temporary No Parking zone for council's surveillance trailer	Install temporary 'No Parking – Authorized Council Vehicles Excepted' zone for 10 days in Anderson Street, Chatswood
19/35	Anderson Street, Chatswood	Request to Install clear signage for Electric Vehicles due to confusion caused by unclear signage about timed parking restrictions	Installation of a sign In Anderson Street, Chatswood with EV charging logo and restrictions below;  'Electric Vehicle Charging Only – Ticket parking restrictions apply'
19/36	Prentice Lane, Willoughby	Request to restrict large vehicles from entering in Prentice Lane due to damage caused to the building	Install 'No Entry – Vehicles under 6.4m Excepted' at the entrance of Prentice Lane, Willoughby on both sides.  Notify the businesses who use Prentice Lane for their delivery services about the new restrictions and seek their comments if any.

Diagrams for each location showing the regulatory signposting and line marking changes implemented since the last Local Traffic Committee are provided in Attachment 1.

## 5. CONCLUSION

Willoughby City Council has allocated funding for the implementation of regulatory signposting. White driveway line marking is funded by payment by the applicant at no cost to Willoughby City Council.

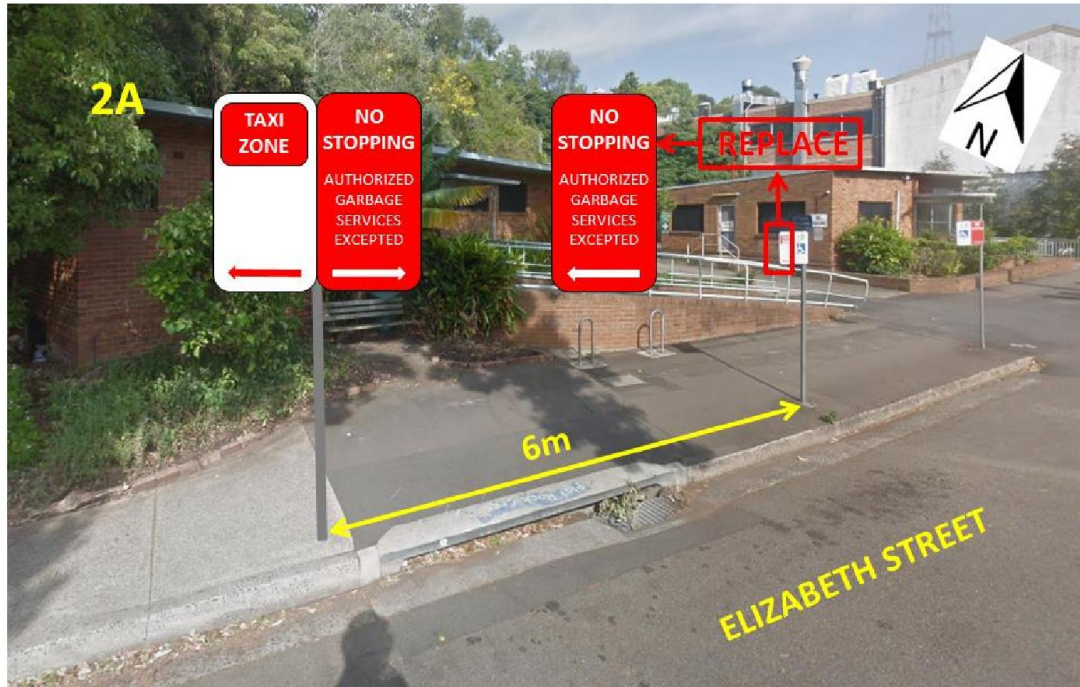
### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation.

## 6. OFFICER'S RECOMMENDATION

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

19/19 – Elizabeth Street, Artarmon



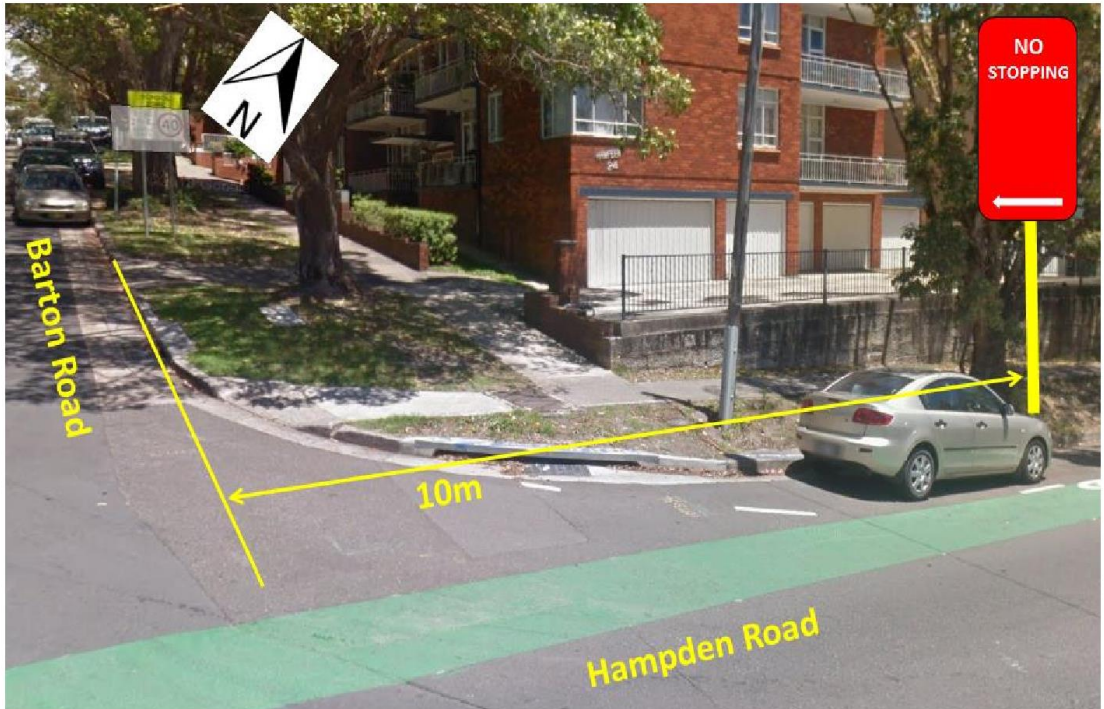
19/20 – Piper lane, Naremburn



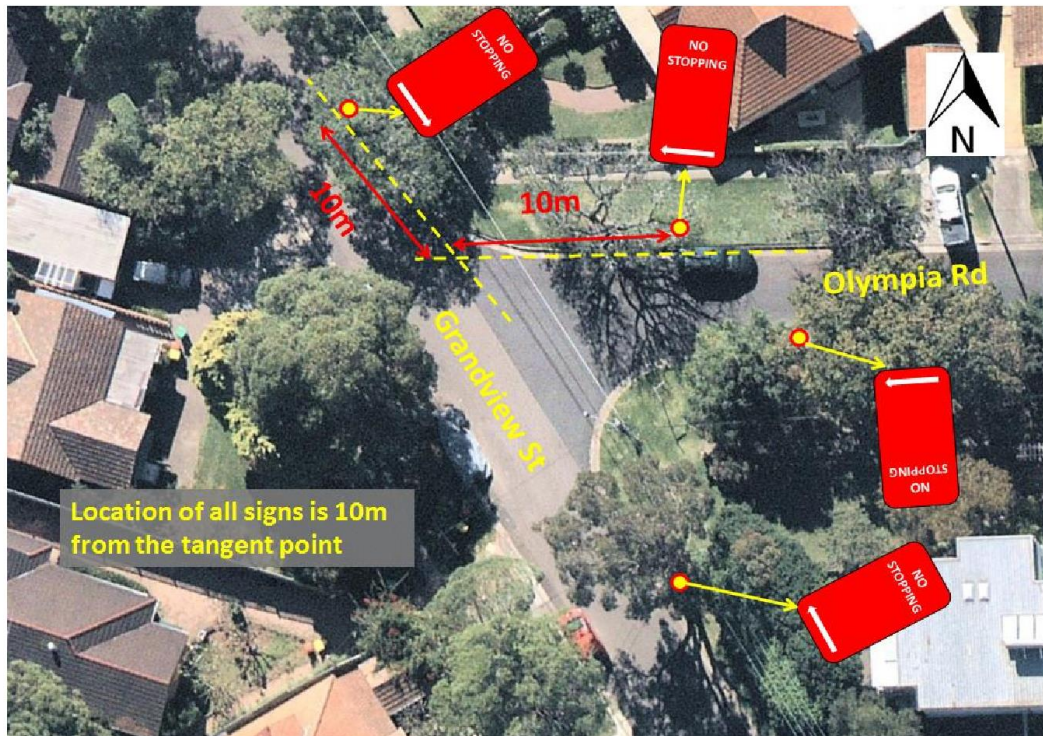
19/21 – Bertram Street, Chatswood



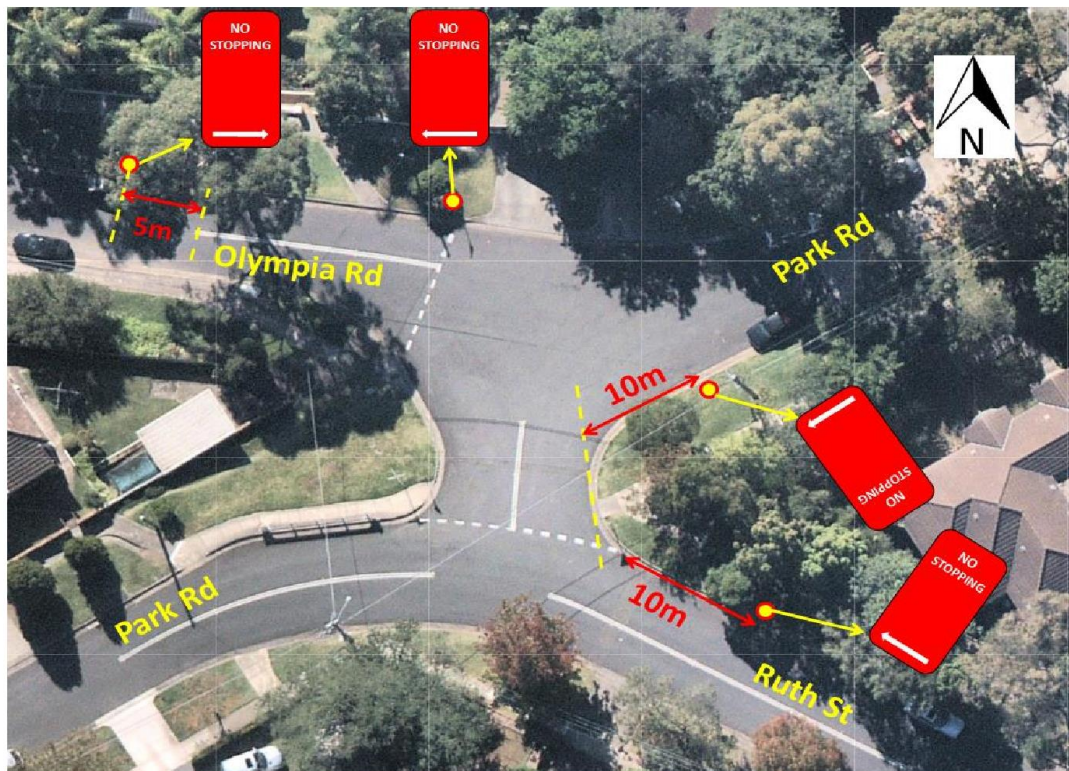
19/22 – Hampden Road, Artarmon



19/23 – Grandview Street, Naremburn



19/24 – Park Road, Naremburn





19/25 – Station Street, Naremburn



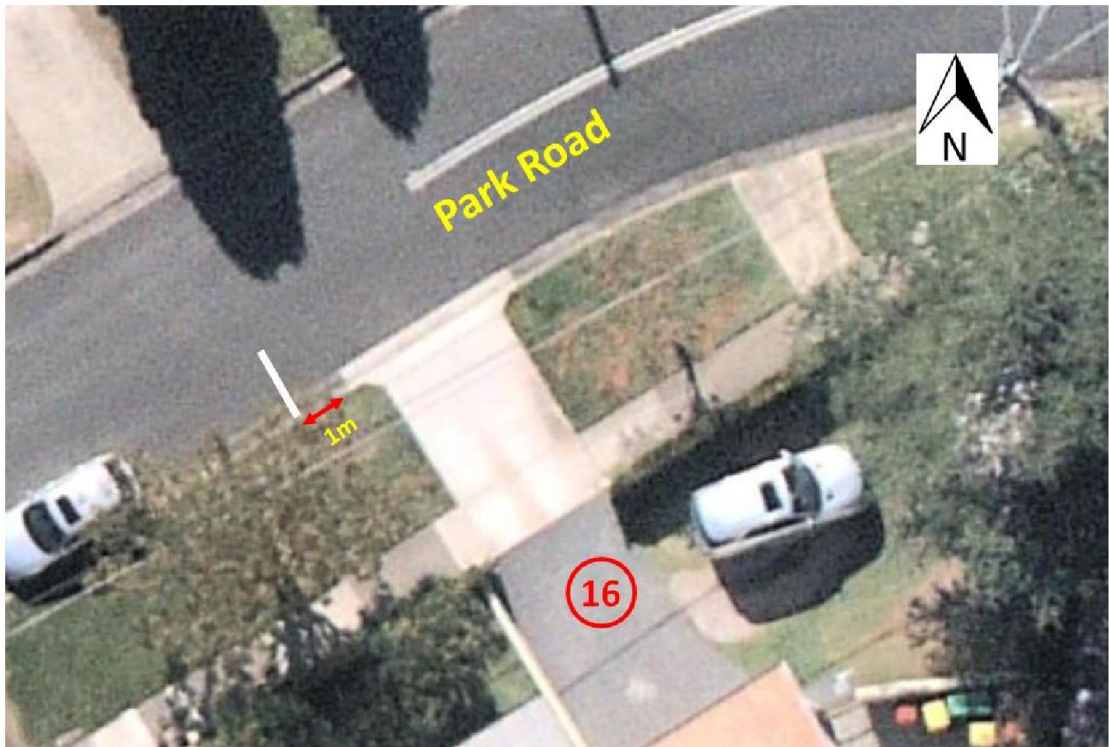
19/26 – Talus Street, Naremburn



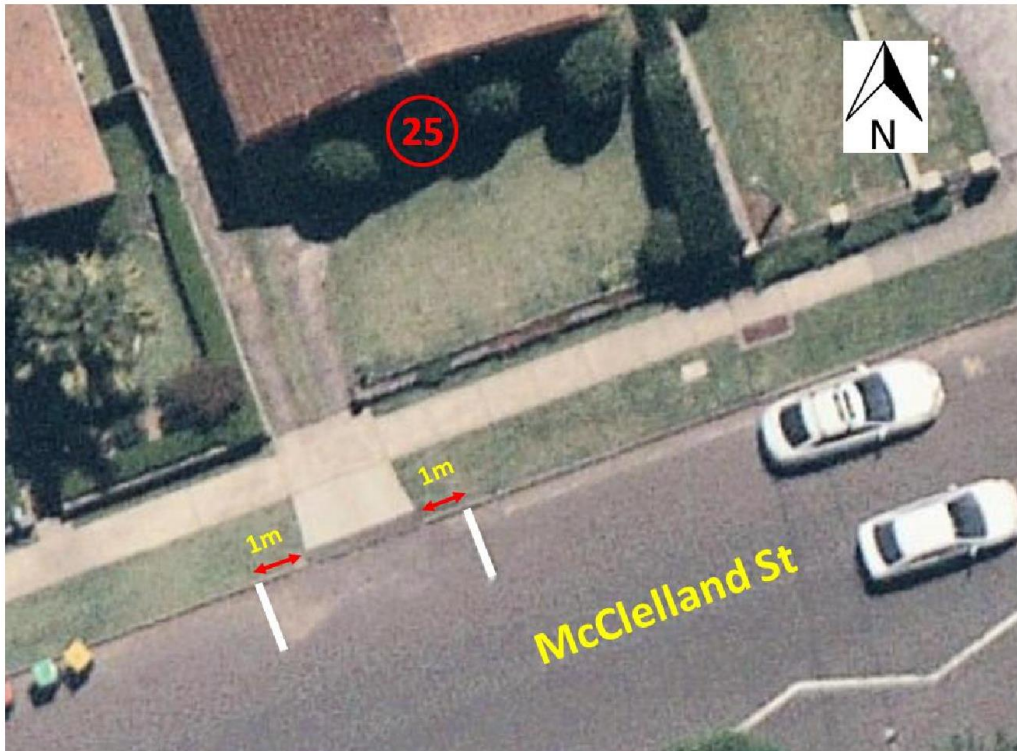
19/27 – Jenkins Street, Chatswood



19/28 – Park Road, Naremburn



19/29 – McClelland Street, North Willoughby



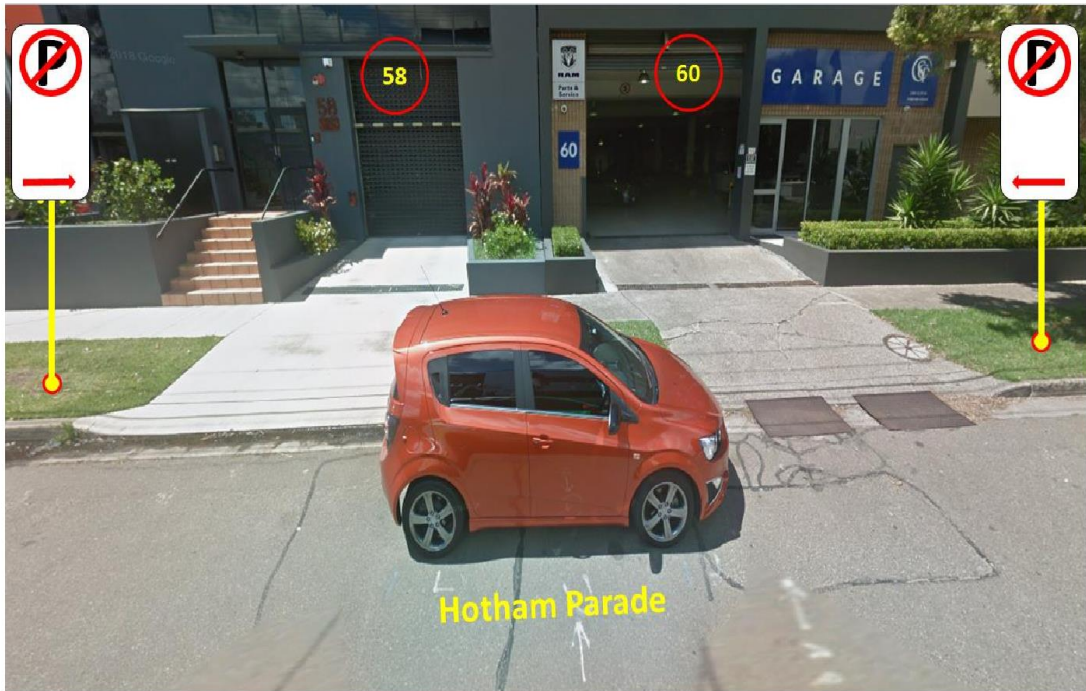
19/30 – Willoughby Road, Naremburn



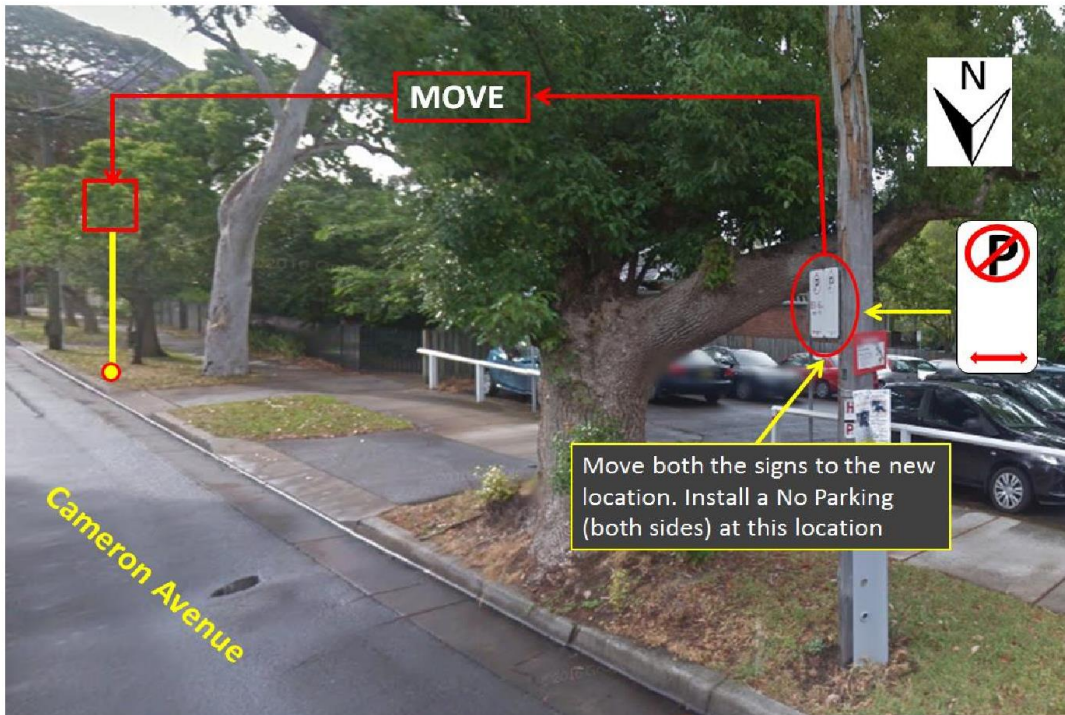
19/31 – Penkivil Street, Willoughby



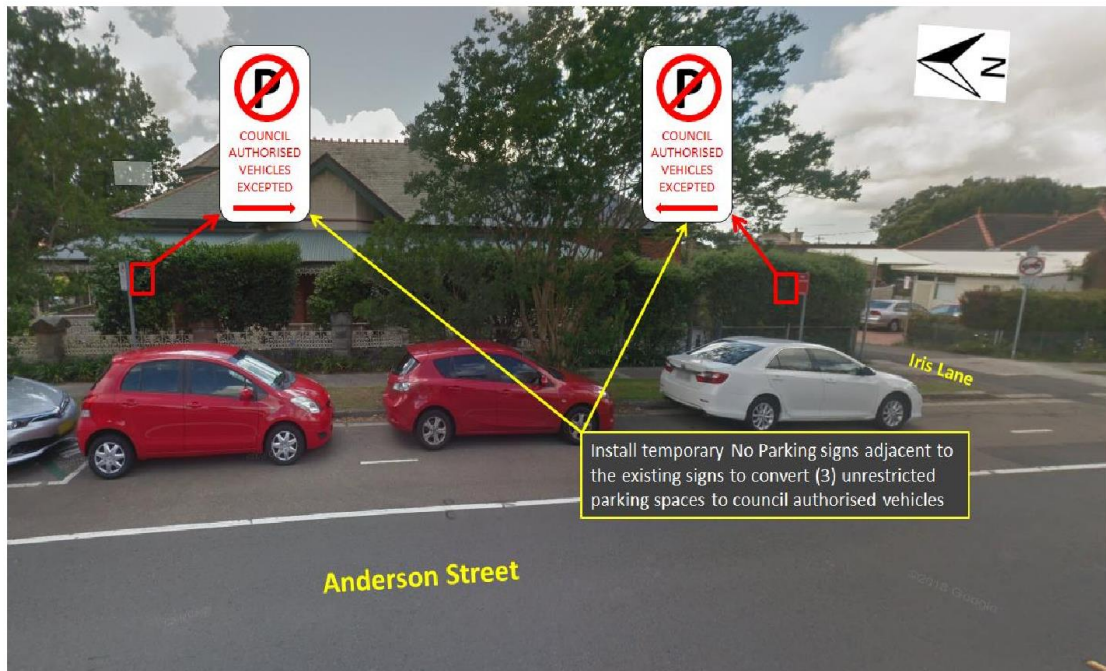
19/32 – Hotham Parade, Artarmon



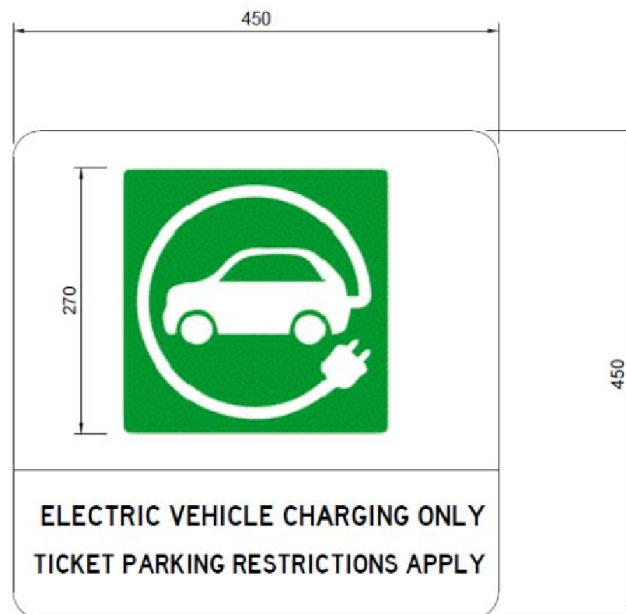
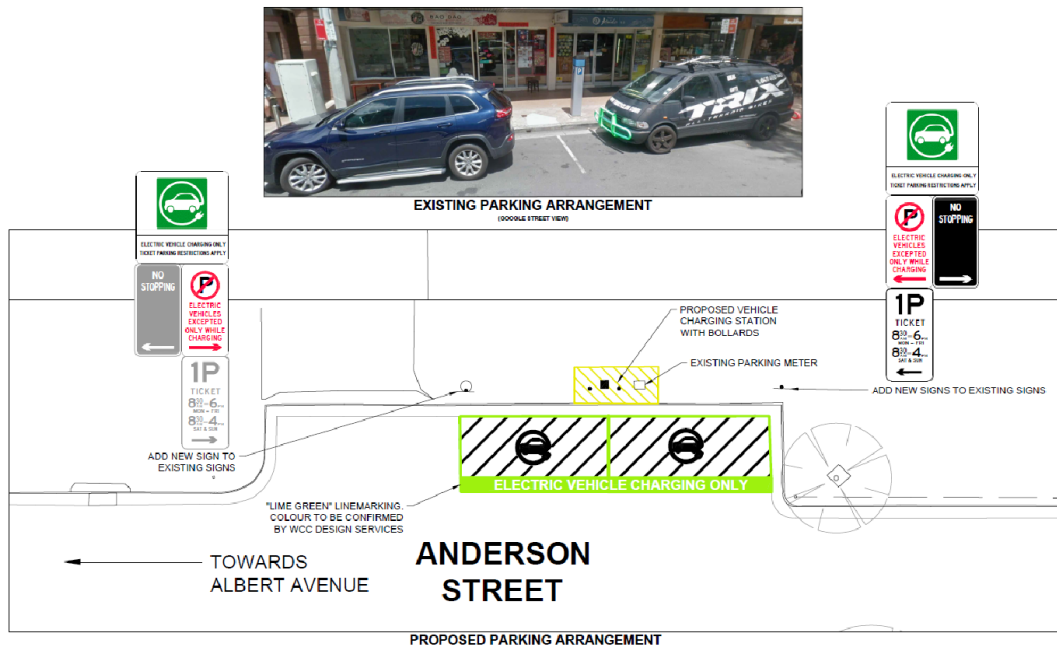
19/33 – Cameron Avenue, Artarmon



19/34 – Anderson Street, Chatswood



19/35 – Anderson Street, Chatswood



19/36 – Prentice Lane, Willoughby





## 5 LATE ITEMS

### 5.1 EDINBURGH ROAD, WILLOUGHBY EAST BETWEEN EASTERN VALLEY WAY AND THIRD AVENUE – SAFETY CONCERNS WITH THE EXISTING AND FUTURE TRAFFIC OPERATIONS

<b>ATTACHMENTS:</b>	<b>1. SUBMISSION FROM MR T TSIENG</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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#### 1. PURPOSE OF REPORT

To inform Council of:

- A presentation by Mr T Tsieng regarding the operation of Edinburgh Road between Eastern Valley Way and Third Avenue and the impact of an existing right turn movement in Edinburgh Road, westbound, at Fourth Avenue and changes to parking along the southern side of Edinburgh Road as part of Roads and Maritime Services safety improvement project at the intersection of Eastern Valley Way and Edinburgh Road.
- The Local Traffic Committee's consideration of the information provided by Mr Tsieng and its position on the traffic and parking management along Edinburgh Road between Eastern Valley Way and Third Avenue.

#### 2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

1. **Note the information provided by Mr T Tsieng regarding the operation of Edinburgh Road between Eastern Valley Way and Third Avenue and the impact of an existing right turn movement in Edinburgh Road, westbound, at Fourth Avenue and changes to parking along the southern side of Edinburgh Road as part of Roads and Maritime Services safety improvement project at the intersection of Eastern Valley Way and Edinburgh Road.**
2. **Note that the Local Traffic Committee considered that no changes are warranted to the existing right turn in Edinburgh Road, westbound, at Fourth Avenue.**

3. **Note that the Local Traffic Committee considered that the changes to street parking on the southern side of Edinburgh Road, approved by Council as part of Roads and Maritime Services safety improvement project at the intersection of Eastern Valley Way and Edinburgh Road, should proceed.**

### 3. BACKGROUND

Mr Tsieng presented information relating to his concerns with the operation of Edinburgh Road between Eastern Valley Way and Third Avenue including:

- The impact of an existing right turn movement in Edinburgh Road, westbound, at Fourth Avenue
- Changes to parking along the southern side of Edinburgh Road as part of Roads and Maritime Services safety improvement project at the intersection of Eastern Valley Way and Edinburgh Road.

A copy of his presentation is provided in Attachment 1.

The Local Traffic Committee has considered the street parking management in Edinburgh Road at its meeting on 15 August 2018 and 28 November 2018. Council adopted the Local Traffic Committee recommendation at its meeting on 10 September 2018 and 11 February 2019 respectively.

### 4. DISCUSSION

Mr Tsieng highlighted safety concerns with the operation of the existing right turn movement in Edinburgh Road, westbound, at Fourth Avenue primarily due to its close proximity to the intersection with Eastern Valley Way.

Mr Tsieng also advised he had safety concerns with the change in the street parking arrangements in Edinburgh Road, southern side of road, approved by Council as part of the Roads and Maritime Services safety improvement project at the intersection of Eastern Valley Way and Edinburgh Road. Mr Tsieng concerns were based on a potential increase in traffic speed along Edinburgh Road, westbound direction, as a result of the longer merge length with the implementation of the new weekday morning and afternoon peak period timed street parking restrictions. Mr Tsieng advised that the new parking restrictions have not been installed as yet.

Mr Tsieng presented a report and sketch that outlined his safety concerns and a proposal that the existing right turn movement in Edinburgh Road, westbound, at Fourth Avenue is restricted in the weekday morning and afternoon peak period. He also requested no changes to the current parking arrangements in Edinburgh Road, southern side of road, between Eastern Valley Way and Third Avenue. A copy of his report and sketch is provided in Attachment 1.

Mr Tsieng advised the committee about the level of community feedback provided on his proposal.

The Local Traffic Committee considered the issues raised by Mr Tsieng and noted that these operational issues were considered at its meeting on 28 November 2018. The following information was discussed and considered:

- A review of the crash history for the period 2012 – 2017 (first 6 months only) revealed only two crashes occurred in Edinburgh Road between Eastern Valley Way and Fourth Avenue. This is a low crash rate and an acceptable safety performance.
- The type of traffic management design involving a 2 lanes merging into one is used throughout Sydney. The new parking restrictions in Edinburgh Road would only result in a short increase in the merge area ending just west of Fourth Avenue.
- There is no evidence to suggest that road safety in Edinburgh Road will be reduced with the introduction of the new parking restrictions.
- The proposed No Right Turn 6:30am - 9:30am and 3:30pm - 6:30pm Monday to Friday at Fourth Avenue will reduce residential access impacting on residents in Fourth Avenue. It also has the potential to move the problem to Third Avenue (increase in right turn movements) and Robert Street (increase in left turn movements from Eastern Valley Way).

Roads and Maritime Services representative confirmed that the street parking changes in Edinburgh Road were an essential part of the package of changes to achieve the safety and movement outcomes for the intersection of Eastern Valley Way and Edinburgh Road. The committee was also informed that community feedback was considered in its determination on the design of the final scope of works.

The Local Traffic Committee noted that the right turn movement in Eastern Valley Way, southbound, at Robert Street is not permitted in the weekday morning peak period.

The Local Traffic Committee agreed that the issues identified and the information provided by Mr Tsieng did not warrant a change to its previous recommendations.

#### Traffic Investigations following the Local Traffic Committee Meeting

A traffic count and observation survey was undertaken at the intersection of Edinburgh Road and Fourth Avenue on 28 August 2019 during a typical weekday morning and afternoon peak with the following operational characteristics noted:

- The morning peak hour for the right turn movement from Edinburgh Road, westbound, into Fourth Avenue was 8 am – 9.am. Six (6) cars turned right from Edinburgh Road into Fourth Avenue during this period.
- The afternoon peak hour for the right turn movement from Edinburgh Road, westbound, into Fourth Avenue was 5 pm – 6 pm. Nine (9) cars turned right from Edinburgh Road into Fourth Avenue during this period.
- The cars undertaking the right turn movement originated from Edinburgh Road (east of Eastern Valley Way) and Eastern Valley Way (south of Edinburgh Road).
- Cars undertaking the right turn movement did not impact on the movement of traffic from Eastern Valley Way heading south then travelling west to Alpha Road. The vehicles undertaking the right turn movement typically did not experience delays in undertaking this movement.
- The new parking restrictions in Edinburgh Road, southern side of road, have not yet been installed.
- Westbound traffic in Edinburgh Road that entered from Eastern Valley Way by a right turn movement (south to west) can experience short term congestion and queuing within the existing merge length. The queuing may extend into the intersection of

Eastern Valley Way and reduce the safety and efficiency of this intersection. Traffic flow at the intersection and within Edinburgh Road would benefit from lengthening to the existing No Parking restrictions on the southern side of Edinburgh Road. The implementation by Roads and Maritime Services of the weekday morning and afternoon peak period No Parking restrictions, that was approved as part of the safety improvement project at Eastern Valley Way and Edinburgh Road, would improve the current situation.

## **5. CONCLUSION**

The Local Traffic Committee considered that:

- The existing right turn in Edinburgh Road, westbound, at Fourth Avenue be retained.
- Weekday morning and afternoon peak period timed No Parking restrictions on the southern side of Edinburgh Road be implemented as approved by Council. The changes have been approved as part of Roads and Maritime Services safety improvement project at the intersection of Eastern Valley Way and Edinburgh Road.

## Attachment 1

1/8/19

The multiple petitions and community consensus have been unanimous: No right turn into Fourth Avenue at peak hours and retain existing unrestricted street parking for good traffic flow, safety and residents' amenity. Only two metal signs are required and the poles are already in place.

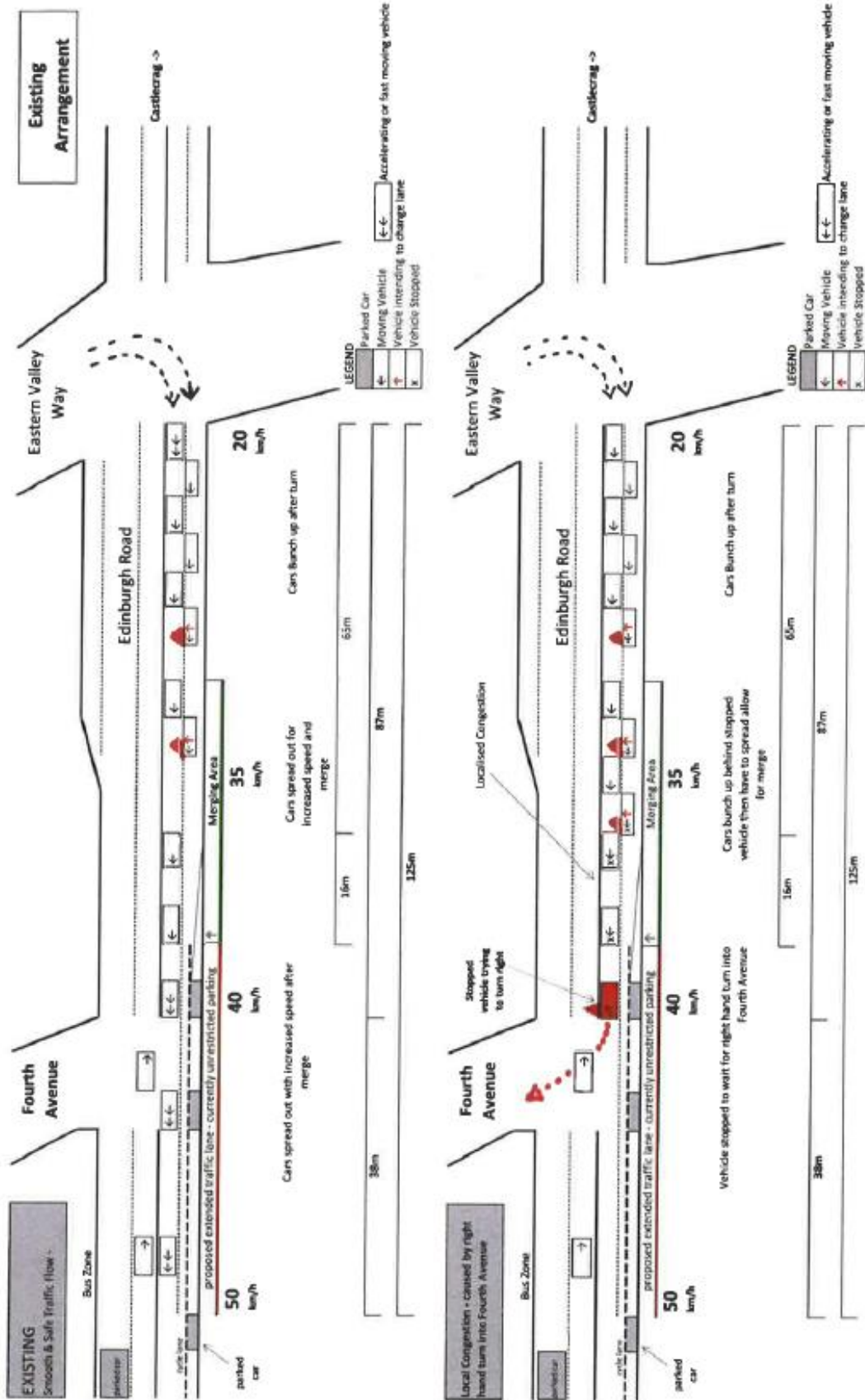
This outcome at the Local Traffic Committee would be consistent with the aims of all four voting parties of the Local Traffic Committee (RMS, Police, Council, and State Government):-

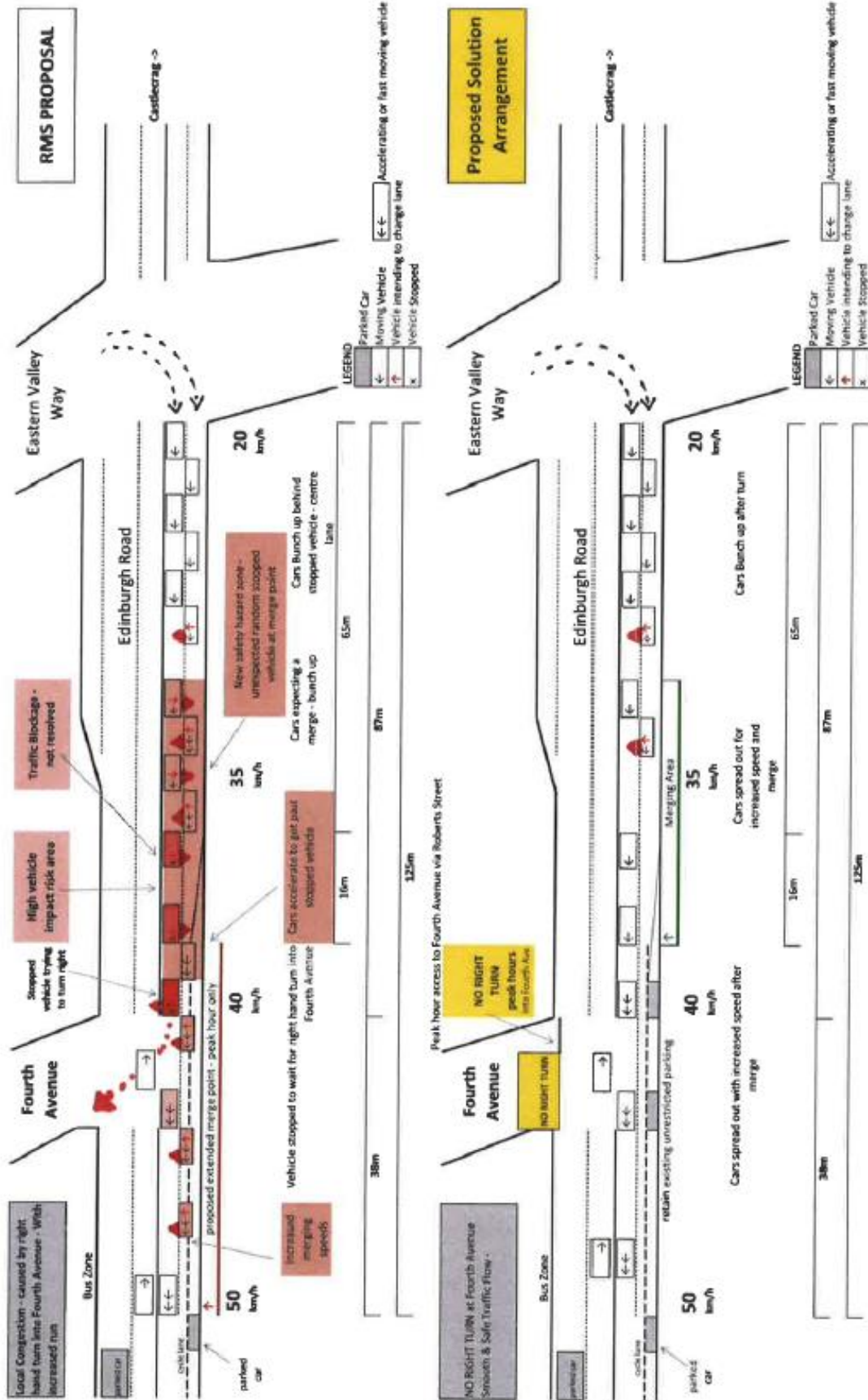
- Safety for the public and pedestrians
- Safety for local residents
- Maintain and improve amenity for local residents.
- Minimise traffic disruption
- Safety for the travelling public

The Local Traffic Committee to date has opted to reject an option for safety, traffic flow, safety and community amenity in favour of a flawed RMS proposal that:-

- Fails to solve root issue causing random localised congestion, that is, right turning vehicles into Fourth Avenue (less than 100m from the traffic signals).
- Creates potentially higher merging speeds by at least 10 km/h and increases the potential severity of vehicle impacts. This increases a safety hazard.
- Increases the risk of wayward vehicles impacting pedestrians, as higher speeds increase danger area of vehicle run off distances and thus increases the severity of a safety hazard.
- Creates an unexpected lane change adjacent to a merging point, also creating a safety hazard.
- Has been rejected by the public on the one RMS consultation (87 respondents 55% rejection) and every petition sent (up to 531 signatories). Roads and Maritime Services claims to have developed their proposed changes in consultation with local communities but the petitions listed below show there is a clear lack of community acceptance for the parking changes, viz:-
  - RMS community consultation 17/3/18 at Castlecrag (87 respondents only) had 55% rejecting RMS parking changes proposals.
  - 132 signature petition (4/11/18) of local Edinburgh Road area residents rejecting parking changes and for a No Right Turn at Fourth Avenue.
  - 531 signature petition (12/4/18) rejecting any need for parking changes – but approving right hand turn arrow and a No Right Turn at Fourth Avenue.
  - 21 signature petition 8/4/19 for no parking changes on Edinburgh Road by local residents and for a No Right Turn at Fourth Avenue.
  - The 12/6/19 petition 103 signatures of local residents for no parking changes on Edinburgh Road and for a No Right Turn at Fourth Avenue,

The safest option - No right turn into Fourth Avenue at peak hours and retain existing unrestricted street parking for good traffic flow, safety and residents' amenity.





## List of Petitions –

- |                 |                                       |                                  |               |
|-----------------|---------------------------------------|----------------------------------|---------------|
| 1. 23 oct 2012  | KTVA                                  | (lost photocopies - were mailed) |               |
| 2. 18 mar 2014  | KTVA                                  |                                  | 410 signature |
| 3. 3 apr 2018   | KTVA                                  |                                  | 531 signature |
| 4. 17 apr 2018  | No Right Turn & parking               |                                  | 107 signature |
| 5. 5&9 nov 2018 | No Right Turn & parking               |                                  | 132 signature |
| 6. 8 apr 2019   | No Right Turn & parking               |                                  | 21 signature  |
| 7. 12 jun 2019  | No Right Turn & parking               |                                  | 103 signature |
| 8. 12 nov 2012  | No Right Turn ( Fourth Ave Residents) |                                  | 45 signatures |



## 6 INFORMAL ITEMS

### 6.1 VICTORIA AVENUE, CHATSWOOD BETWEEN PENSURST STREET AND PACIFIC HIGHWAY - BUS OPERATIONS

<b>ATTACHMENTS:</b>	<b>1. SUBMISSION FROM MR PAUL NOLAN, SECRETARY NSW WIDE PUBLIC TRANSPORT ADVOCACY (PENSURST STREET AND ARCHER STREET)</b> <b>2. SUBMISSION FROM MR PAUL NOLAN, SECRETARY NSW WIDE PUBLIC TRANSPORT ADVOCACY (PACIFIC HIGHWAY AND RAILWAY AVENUE)</b>
<b>WARD:</b>	<b>WEST WARD AND MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY</b> <b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b>
<b>MEETING DATE:</b>	<b>21 AUGUST 2019</b>

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#### 1. PURPOSE OF REPORT

To seek advice from the Local Traffic Committee on the management of the bus operations along Victoria Avenue, Chatswood between:

- Penshurst Street and Archer Street.
- Pacific Highway and Railway Avenue.

#### 2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

1. Note the advice provided by the Local Traffic Committee in regards to changes to bus services to Chatswood CBD and congestion impacting bus operations.
2. Note that the comments from the Local Traffic Committee will be considered in the development of the three projects being progressed to support bus operations in Chatswood CBD.
3. Note that State Transit Authority will provide proposed bus service improvement suggestions to Council for its consideration.

### 3. BACKGROUND

Council has received 2 submissions from Mr Paul Nolan, Secretary NSW Wide Public Transport Advocacy regarding bus operations in Victoria Avenue, Chatswood.

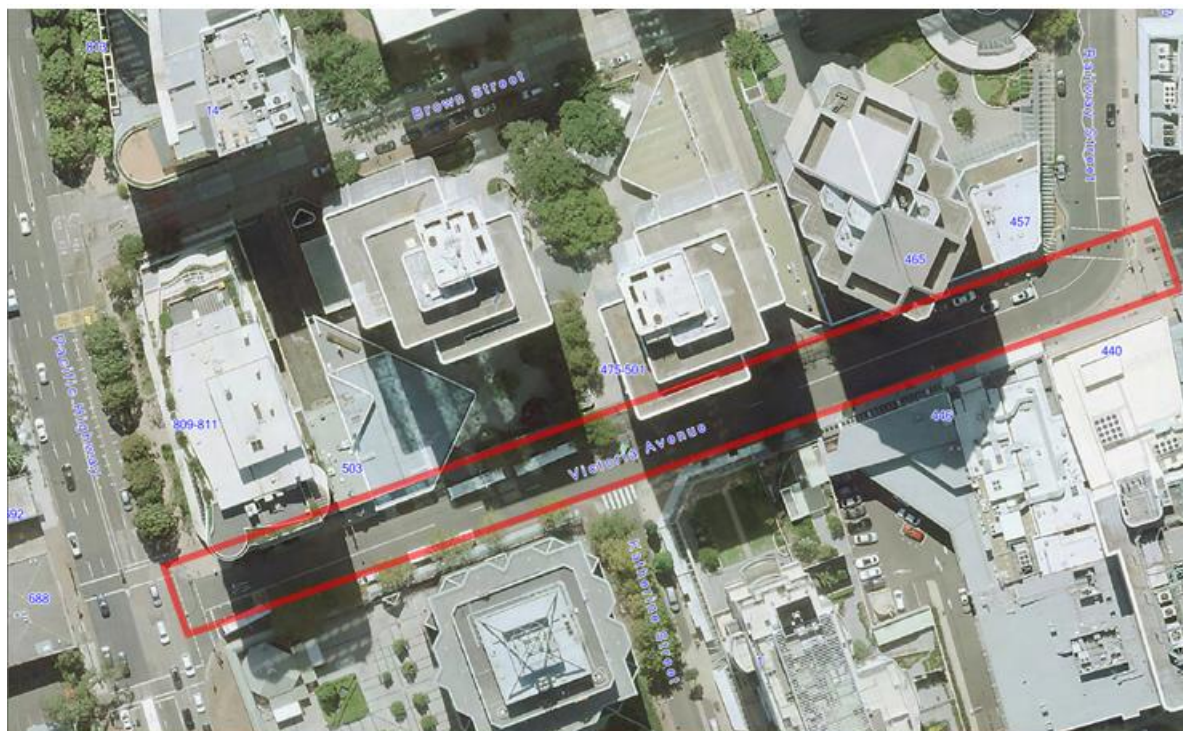
- One submission advises that bus services will be reduced along Victoria Avenue due to severe congestion along Victoria Avenue. The submission requests Council advice on its plan in easing congestion along Victoria Avenue between Penshurst Street and Archer Streets.
- The second submission requests a review of the bus zones in Victoria Avenue for services operating between Pacific Highway and Railway Avenue. It is also suggested that a section of Victoria Avenue is designated for bus only with the exception of emergency vehicles and cash in transit vans.

Councillor Saville has requested that both matters are considered by the Local Traffic Committee.

The location of concern is provided in the locality plans:



**Locality Plan:** Victoria Avenue between Penshurst Street and Archer Street, Chatswood



**Locality Plan:** Victoria Avenue between Pacific Highway and Railway Avenue, Chatswood

A copy of each of the two submissions is provided in Attachment 1 and 2.

#### 4. DISCUSSION

Submission 1 – Paul Nolan

Victoria Avenue is an important east west bus route for Chatswood Central Business District with buses operating 7 days per week. Scheduled bus services using Victoria Avenue between Penshurst Street and Archer Street, Chatswood are operated by the State Transit Authority. State Transit has not indicated any proposals to change its current bus operations including services and delays.

The operational performance of Victoria Avenue between Penshurst Street and Archer Streets varies by day of week and time of day. Victoria Avenue in this location typically operates with a reasonable level of service at all times. The operation of traffic control signals at key intersections can impact on the movement of buses along Victoria Avenue:

- Delays can occur in Victoria Avenue, eastbound, at the intersection of Penshurst Street and Victoria Avenue during the weekday morning and afternoon peak period, with eastbound queues extending along Victoria Avenue to approximately Stanley Street.
- Delays can occur in Victoria Avenue, westbound, at the intersection of Victoria Avenue and Archer Street during the weekend afternoon period. Queues can occur between Archer Street and Neridah Street.

A number of projects are being undertaken in 2019/ 2020 to support improvement bus operations in Chatswood CBD including:

- Integrated Transport Strategy.

- Congestion Mitigation Street Parking Management Study.
- Transport Demand and Information Framework and Plan.

#### Submission 2 – Paul Nolan

The design and operation of the Chatswood Transport Interchange, which includes surrounding local roads such as Victoria Avenue, is complex and will require a detailed investigation to understand the current and future demands, users and performance. Changes, as suggested by Mr Nolan, will need to be considered in this context and the best outcomes for interchange users and its management and operations.. The desire is to maximise the use of the off-street facility in Orchard Road in the first instance and then consider changes to infrastructure such as bus stop locations and bus zone capacity. The activities and demands of all transport providers such as buses, taxis and kiss and ride will need to be considered.

Information and advice is requested from Local Traffic Committee members on the issues in the submission from Mr Paul Nolan, Secretary NSW Wide Public Transport Advocacy.

#### Local Traffic Committee discussions

The Local Traffic Committee discussed the issues raised by Mr Nolan:

- State Transit has no proposals to change its current bus services, routes, frequency and bus stop locations. Any proposals would be forwarded to Council for its consideration and/or information.
- There are a number of issues impacting bus service operation including, but not limited to, prevailing traffic flow, weather, unplanned incidents, traffic signal operation and street parking activity. It is noted that State Transit and Council have varying levels of influence on these factors plus some of the factors support the needs of other road users and contribute to safety and access in Chatswood CBD.
- State Transit Authority has identified bus service improvement suggestions and will forward these to Council for its consideration.

## 5. CONCLUSION

Victoria Avenue is an important east west bus route for Chatswood Central Business District. Council has received a submission from Mr Paul Nolan, Secretary NSW Wide Public Transport Advocacy regarding bus operations in Victoria Avenue, Chatswood. The submission advises that bus services will be reduced along Victoria Avenue due to severe congestion along Victoria Avenue. State Transit has not indicated any proposals to change its current bus operations including services and timetables.

A number of projects are being undertaken in 2019/20 to support improvement bus operations in Chatswood CBD including:

- Integrated Transport Strategy.
- Congestion Mitigation Street Parking Management Study.
- Transport Demand and Information Framework and Plan.

Information and advice is requested from Local Traffic Committee members on the submission from Mr Paul Nolan, Secretary NSW Wide Public Transport Advocacy regarding bus operations and congestion in Victoria Avenue, Chatswood.

Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation with the addition of a recommendation to note that State Transit Authority will provide proposed bus service improvement suggestions to Council for its consideration.

## 6. OFFICER'S RECOMMENDATION

That Council:

1. Note the advice provided by the Local Traffic Committee in regards to changes to bus services to Chatswood CBD and congestion impacting bus operations.
2. Note that the comments from the Local Traffic Committee will be considered in the development of the three projects being progressed to support bus operations in Chatswood CBD.

## ATTACHMENT 1

Dear Willoughby City Council,

Just to formally advise you that Chatswood CBD is about to lose a significant number of bus services travelling to the Chatswood CBD from Penshurst Street via Victoria Ave due to the severe congestion on Victoria Ave.

Buses often take up to 45 minutes to travel from the intersection of Penshurst Street and Victoria Ave to Chatswood Bus Interchange particularly on Saturdays, Sundays and Public Holidays.

Bus Route 136 is serviced by buses from Brookvale Depot.

Bus Route 343 is serviced by buses from Willoughby, Randwick and Port Botany Depots.

Bus Route 340 is serviced by buses from Willoughby and Waverley Depots.

if you look at the windscreen of the bus near the front door there is a alpha code followed by a number:

The Alpha Codes represent the following:

V means that the bus is operating out of Brookvale Depot

M means that the bus is operating out of Willoughby Depot

R means that the bus is operating out of Randwick Depot

P means that the bus is operating out of Port Botany Depot

W means that the bus is operating out of Waverley Depot

F means that the bus is operating out of Mona Vale Depot

N means that the bus is operating out of North Sydney Depot

Y means that the bus is operating out of Ryde Depot

B means that the bus is operating out of Burwood Depot

L means that the bus is operating out of Leichhardt Depot

Therefore if a Port Botany (P) bus operating a Rolute 343 service is out of hours, that is, going to exceed five (5) hours of driving, the driver may need to off load his passengers and take his/her mandatory thirty (30) minute break at 272 Willoughby North terminus and then operate a Router 343 service to Kingsford starting from Willoughby North after completing his/her mandatory thirty (30) minute break.

What then does Willoughby City Council Plan to do in respect of easing the severe traffic congestion on Victoria Ave between Penshurst and Archer Streets?

i would appreciate your written reply by return e mail.

Thank You

Paul Nolan  
Secretary  
NSW Wide Public Transport Advocacy  
[REDACTED]

**Subject: Re: Bus Zone Northern Side of Victoria Ave between Railway Street and Pacific Highway Chatswood**

Dear Mayor and Premier,

Can the above mentioned bus zone remain a bus zone post Station Link with the following bus services using the current Station Link bus stop to set down, lay up and pick up passengers?

- a. Route 627 and 628 Castle Hill and Rouse Hill.
- b. Route 565 to Macquarie Centre
- c. Route 558 to Lindfield via East Lindfield
- d. School Bus Services operated by North Shore Bus Company (NSBC) that operate to and from the Japanese Grammar School.

The existing bus zone on the western side of Railway Street between Victoria Ave and Brown Street be converted to a taxi rank.

The existing taxi rank on the Northern side of Brown Street between Pacific Highway and Railway Street be converted to a bus zone allowing Bus Routes 143,144, 200,256,258, 259,530, 533,534 to lay up there between trips.

**That the section of road between the intersection of Victoria Ave and Katherine Street and the intersection of Railway Street and Brown Street be made a bus only road with the exception of Emergency Vehicles (Police, Ambulance and Fire Brigade) and Cash in Transit Vans.**

The Chatswood RSL Club Courtesy Bus pick up and drop off point would be relocated to the Thomas Street entrance of the club and the Kiss and Ride zone would be moved to near the Thomas Street entrance to the Railway Station.

I await your early written replies by e mail.

Thank You

Yours faithfully,

Paul Nolan  
Secretary

## 6.2 FLAT ROCK DRIVE NAREMBURN BETWEEN SAILORS BAY ROAD AND GRAFTON AVENUE - CHANGE TO SPEED ZONE

**WARD:** NAREMBURN WARD AND SAILORS BAY WARD

**RESPONSIBLE OFFICER:** GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER

**AUTHOR:** GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER

**CITY STRATEGY OUTCOME:** 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION  
3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS

**MEETING DATE:** 21 AUGUST 2019

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### 1. PURPOSE OF REPORT

To seek Local Traffic Committee advice on a proposal to increase the speed limit in Flat Rock Drive, Naremburn between Sailors Bay Road and Grafton Avenue from 60 km/h to 70 km/h.

### 2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- Note the advice provided by the Local Traffic Committee in relation to the proposed increase in the speed limit from 60 km/h to 70 km/h.
- Approve that Roads and Maritime Services be requested to undertake a speed zone review of Flat Road Drive and advise when a speed zone review will be programmed for completion.

### 3. BACKGROUND

A submission has been received from Councillor Eriksson to increase the speed limit in Flat Rock Drive between Sailors Bay Road and Grafton Ave from 60 km/h to 70 km/h. The submission is provided below:

*“Being that the traffic committee supports, by making a submission to the RMS, for the return of a speed limit of 70km/h along Flat Rock Drive between Sailors Bay Road and Grafton Ave, to improve traffic flow and reduce unsafe braking, from its current 60km/h as significant safety improvements have now been completed, including total resurfacing.*

*Flat Rock Drive, between Sailors Bay Road and Grafton Ave (Willoughby) was a 70km/h zone, it is a four lane main road with no intersections and no residential side streets, it also has safety barriers. The limit was reduced to 60km/h which increased travel times & braking due to the topography of the road. Recently, RMS & WCC have made significant upgrades to this section including complete resurfacing. The limit should return to 70km/h to improve traffic flow and reduce unsafe braking.*



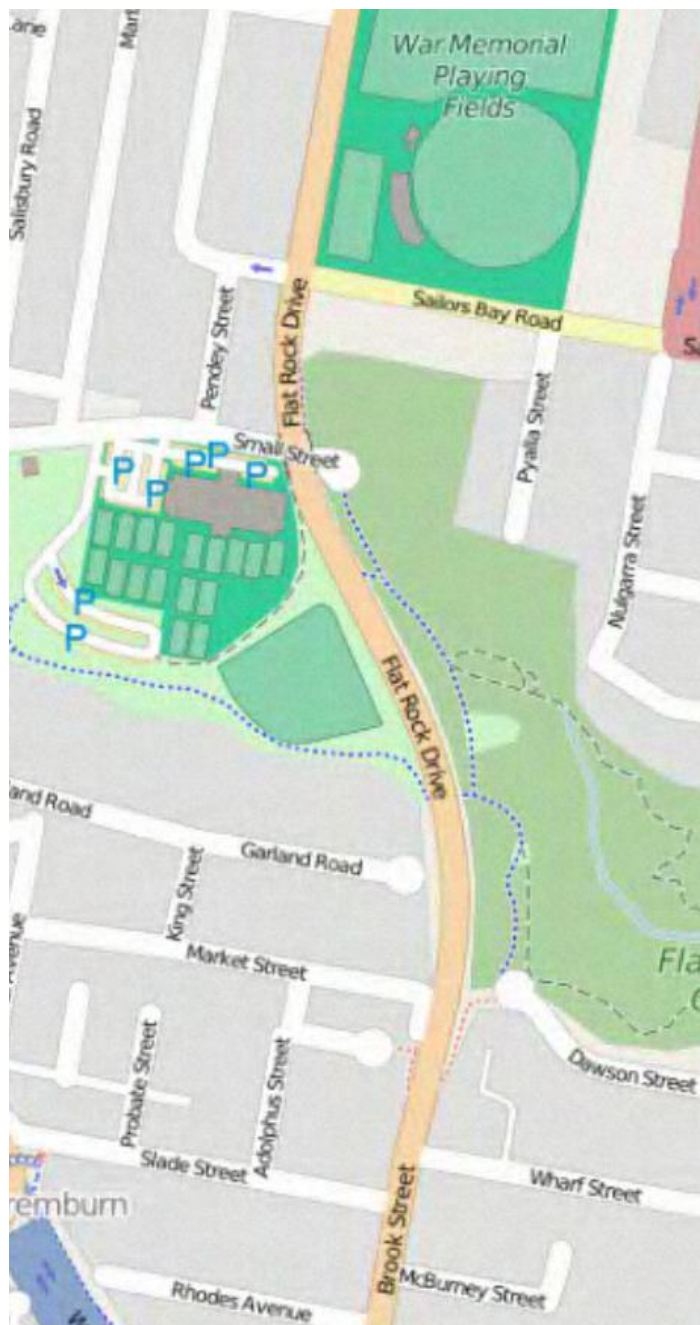
*As this section of road (Flat Rock Drive between Sailors Bay Rd and Grafton Ave is an RMS road I have also made a submission directly to the Centre for Road Safety)."*

Flat Rock Drive is a classified Regional Road under Council's management.

Roads and Maritime Services (RMS) is the only agency with the authority to change speed limits.

TfNSW Centre for Road Safety has released the *NSW Speed Zoning Guidelines* to provide a state wide point of reference to ensure consistent application of speed limits throughout NSW and make the roads and the roadside environment safer for all road users. It provides extensive technical information needed to understand the principles of speed zoning and procedures in determining, reviewing and signposting of speed zones.

The location of the proposed change to the speed limit is shown in the locality plan.



**Locality Plan:** Flat Rock Drive, Naremburn between Sailors Bay Road and Grafton Avenue

#### 4. DISCUSSION

A request has been sent to RMS to seek advice on the following:

- Confirmation that this is the guideline still being used and that it is appropriate for Council to implement the procedure above.
- How long a speed zone review typically takes?
- Noting that NSW Government undertakes speed zone reviews and has a web based system to obtain locations for review, whether Flat Rock Drive is on the

current list of routes for speed zone review. If not, would Council's request be provided any priority?

- The estimated time that it would take TfNSW Centre for Road Safety/ RMS to make a decision should it undertake a speed zone review based on the abovementioned approach.

A NSW Government web based system exists to submit locations for speed zone review by the NSW Government. A request has been made to Roads and Maritime Services to check whether Flat Rock Drive is on the current list of routes for speed zone review. A request has also been made on NSW Government TfNSW Centre for Road Safety speed limit review website to review the speed limit on behalf of Council. It is understood that Councillor Erikson has also submitted a request on behalf of the community.

RMS is requested to provide a response to each of the questions raised above. Information and advice is also requested from the Local Traffic Committee on this proposed change to the speed limit.

#### Local Traffic Committee discussions

The Roads and Maritime Services representative advised that:

- TfNSW Centre for Road Safety *NSW Speed Zoning Guidelines* is the guideline still being used.
- A speed zone review can take around 3 months to complete, potentially longer for long road lengths and roads with complex road environments, traffic management and land use environments.
- Flat Rock Drive is not in the current program for a speed zone review, however, investigations will be undertaken to determine whether it is feasible to introduce this road section into the 2019/20 program.
- Advice will be provided following the meeting in relation to the inclusion of Flat Rock Drive in 2019/20 program or future years programs.

The Local Traffic Committee discussed the proposal and considered that there was merit in requesting Roads and Maritime Services undertaking a speed zone review of Flat Rock Drive.

## 5. CONCLUSION

Flat Rock Drive is a classified Regional Road under Council's management. Roads and Maritime Services is the only agency with the authority to change speed limits. Due to recent improvement works Council is requesting that RMS consider increasing the speed limit from 60 km/h to 70 km/h to improve traffic flow and reduce unsafe breaking.

RMS is requested to provide a response to each of the questions raised above. Information and advice is also requested from the Local Traffic Committee on this proposed change to the speed limit.

#### Local Traffic Committee Conclusion

The Committee agreed with the Officer's recommendation subject to supplementary recommendations advising the Roads and Maritime Services of Council and Local Traffic Committee positions and that Roads and Maritime Services be requested to advise when a speed zone review will be programmed for Flat Road Drive.

## **6. OFFICER'S RECOMMENDATION**

That Council note the advice provided by the Local Traffic Committee in relation to the proposed increase in the speed limit from 60 km/h to 70 km/h.

## **7 GENERAL BUSINESS**

### **7.1 CARR STREET, CHATSWOOD WEST – OPERATION OF 255 BUS SERVICE**

Councillor Saville raised concerns with the delays to the 255 bus service in Carr Street as a result of cars parking on both sides of the road. Cars parking opposite each other in Carr Street can result in narrowing of travel lanes and 'pinch points' for the movement of a bus.

Councillor Saville noted that investigations had been undertaken for De Villiers Avenue, Eddy Road and Lone Pine Avenue and requested that investigations be progressed in Carr Street to resolve this matter so that the bus can provide a reliable service and meet its timetable.

It was agreed to investigate the total 255 service route and consult the community on proposals to improve the service operation along the route.

### **7.2 HIGH STREET, WILLOUGHBY EAST – TRAFFIC SPEEDS**

The Roads and Maritime Services representative advised that a submission has been received from the Member for Willoughby regarding traffic speeding in High Street. High Street is a local road under the management of Willoughby Council.

The Roads and Maritime Services representative was requested to forward the submission to Council for its investigation and reply to the Member for Willoughby.

### **7.3 WILLOUGHBY LOCAL GOVERNMENT AREA – SAFETY PERFORMANCE**

Councillor Saville requested information on the safety performance of Willoughby Government Area be provided.

A crash and casualty performance assessment has been completed for the period 2013 – 2017. A statistical overview of the road crash data for Willoughby LGA for the period 2013 to 2017 is provided in Table 1 on the next page. Table 1 identifies the total number of crashes in Willoughby LGA by fatal/injury/non-casualty classification during the period 2013 to 2017.

#### **Overall**

There was a reduction in the total number of crashes within Willoughby in 2017 as compared to previous 4 years. A summary of the crash and casualty rates is provided below:

- The total number of crashes in 2017 was 187. This was lower than the number of crashes in the previous 4 years and lower than the 5-year average.
- The number of fatal crashes in 2017 was 4. This was higher than in the previous 4 years and higher than the 5-year average.
- The number of injury crashes in 2017 was 124. This was lower than in the previous 4 years and lower than the 5-year average.
- The number of non-casualty crashes in 2017 was 59. This was higher than 2016 but lower than the rate in 2013 – 2015 and lower than the 5-year average.

A summary of the crash and casualty rates for pedestrians, bicycle riders and motor cars is provided below:

- **Pedestrians** – In 2017 there were a total of 23 pedestrian related crashes resulting in 34 pedestrian casualties, 4 of which were fatalities. The 2017 pedestrian crash rate was higher than 2016 (20) but lower than 2013 (31), 2014 (27) and 2015 (24).
- **Bicycle riders** - In 2017 there were a total of 8 bicycle related crashes resulting in 8 bicycle rider casualties, no crashes resulted in a fatality. The 2017 bicycle crash rate was lower than 2016 (11) but higher than 2013 (6), 2014 (7) and 2015 (4).
- **Motor Car** – In 2017 there were a total of 168 motor car related crashes resulting in 135 motor car occupant casualties, 3 of which were fatalities. The 2017 motor car crash rate was lower than 2013 (381), 2014 (324), 2015 (194) and 2016 (206).

**Table 1: Number of crashes by fatal/injury/non-casualty classification in Willoughby LGA, 2013-2017**

	2013	2014	2015	2016	2017	5 year average
<b>Fatal Crashes</b>	3	1	1	1	4	2
<b>Injury Crashes</b>	188	149	152	165	124	155.6
<b>Non-casualty Crashes</b>	206	186	66	57	59	114.8
<b>Total Crashes</b>	397	336	219	223	187	272.4

Note

It is important to note that changes introduced in October 2014 eliminated the need to report non-casualty crashes to NSW Police.

Source: Transport for New South Wales Centre for Road Safety