



Willoughby City Council

MINUTES

**TRAFFIC COMMITTEE MEETING
NO 5/2017**

18 October 2017



WILLOUGHBY CITY COUNCIL TRAFFIC COMMITTEE

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

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

Council has been delegated certain powers, from the Roads and Maritime Services, with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

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

- The members are the **NSW Police Service, the Roads and Maritime Services, the Local State Member of Parliament (for the location of the issue to be voted upon), and Willoughby City Council.**
- Willoughby City Council operates its Traffic Committee such that the single Council vote, upon any issue is held by the Chair of the Meeting.
- Generally the Traffic Committee meetings are chaired by a staff member of Council's Transport Management Group.
- Willoughby City Council allows the public to attend and speak at its Traffic Committee on issues of concern for a maximum of five minutes.
- If either the Police or RMS representative on the Traffic Committee disagrees with any Traffic Committee recommendation, or Council resolution on any Traffic Committee recommendation, that member may lodge an appeal with the Sydney Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of Council's resolution.
- Any action relative to any issue under appeal must cease until the matter is determined.
- The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

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1 PRESENT

Voting members present:

Ms Kaye Russell	Roads and Maritime Services
Sgt. Ryan Edwards	NSW Police
Gordon Farrelly	Willoughby City Council

Other representatives:

Cameron McIntyre	Roads and Maritime Services
Talita Brooks	NSW State Transit Buses
Egwin Herbert	NSW State Transit Buses
Ram Kumar	Willoughby City Council
Richard Goulston	Willoughby City Council
Max Menzies	Willoughby Federation of Progress Associations

Councillors present:

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

Members of the public:

Mr Peter Goudie	Resident 75 and 77 Eddy Road, Chatswood
Mr Geoff Reddacliff	Resident 32 Eddy Road, Chatswood

2 APOLOGIES

Mr Ken Rutherford	Local State MP's representative
David Sung	Willoughby City Council
Daniel Sui	Willoughby City Council
Courtney Jefferies	Willoughby City Council
Noah van Raaphort-King	Willoughby City Council
Kate O'Rourke	Willoughby City Council

Mr Ken Rutherford, Local State MP's representative, was not able to attend the meeting due to prior commitments. Mr Rutherford and Council's Gordon Farrelly conferred prior to the meeting regarding the agenda and reports for the Formal Items. Council received an email from Mr Rutherford on 11 October 2017 stating his position on the formal items. Mr Rutherford's advice was adopted as part of the meeting.

DISCLOSURE OF INTEREST

Refer Code of Conduct:–

[Code of Conduct - Community Representatives](#)

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

TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

3 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION

That the Minutes of the Ordinary Meeting of the Traffic Committee held 16 August 2017, copies of which have been circulated to each member of the Traffic Committee, be confirmed.

3.1 COUNCIL ADOPTION OF THE LTC MINUTES

A copy of the minutes for the Council meeting on 25 September 2017 adopting the minutes of the Local Traffic Committee held on the 16 August 2017 with no changes is attached.

TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

ORDINARY COUNCIL MEETING

25 SEPTEMBER 2017

12.2 MINUTES - TRAFFIC COMMITTEE MEETING 4/2017 - 16 AUGUST 2017

ATTACHMENTS:	1. IMPLICATIONS 2. MINUTES TRAFFIC COMMITTEE MEETING HELD 16 AUGUST 2017
RESPONSIBLE OFFICER:	GREG MCDONALD - PLANNING & INFRASTRUCTURE DIRECTOR
AUTHOR:	GORDON FARRELLY –TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	25 SEPTEMBER 2017

Purpose of Report

To advise Council of the outcome of the latest Traffic Committee Meeting held on 16 August 2017.

RESOLUTION

That the recommendations arising from the 16 August 2017 Traffic Committee Meeting be received and adopted.

MOVED COUNCILLOR WRIGHT

SECONDED COUNCILLOR MUSTACA

CARRIED

Voting

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

Against: Nil

4 FORMAL ITEMS FOR CONSIDERATION

4.1 EDDY ROAD, CHATSWOOD - PARKING RESTRICTIONS

ATTACHMENTS:	1. PROPOSED PARKING RESTRICTIONS 2. COMMUNITY CONSULTATION REPORT
WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	COURTNEY JEFFERIES, ROAD SAFETY PROJECTS OFFICER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve *2P 9.30am-2.30pm SCHOOL DAYS and No Stopping 8am-9.30am and 2.30pm-4.00pm SCHOOL DAYS* parking restrictions in Eddy Road, south side of road, between Lone Pine Avenue and De Villiers Avenue, Chatswood.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council approve that no change to on-street parking restrictions in Eddy Road be implemented at this time.

3. BACKGROUND

Council received representations from Chatswood School Parents and Citizens Association in August 2016 for new parking restrictions along the southern side of Eddy Road, between the pedestrian crossing west of Lone Pine Avenue and the boundary of 30-32 Eddy Road to facilitate the clear passage of vehicles in Eddy Road during school drop off and pick up periods to alleviate congestion in Eddy Road, refer to Figure 1.

Chatswood School Parents and Citizens Association and Chatswood Public School proposed new parking restrictions are; "2P 9:30am - 2:30pm SCHOOL DAYS and NO STOPPING 8am - 9:30am and 2:30pm - 4:00pm SCHOOL DAYS". There are no current parking restrictions along Eddy Road, between the pedestrian crossing west of Lone Pine Avenue and the boundary of 30-32 Eddy Road.

Council investigated the traffic movement in Eddy Road between Lone Pine Avenue and De Villiers Ave on a typical weekday morning and afternoon school peak drop off and pick up times and observed localised congestion caused by cars parked on the southern side of Eddy Road.

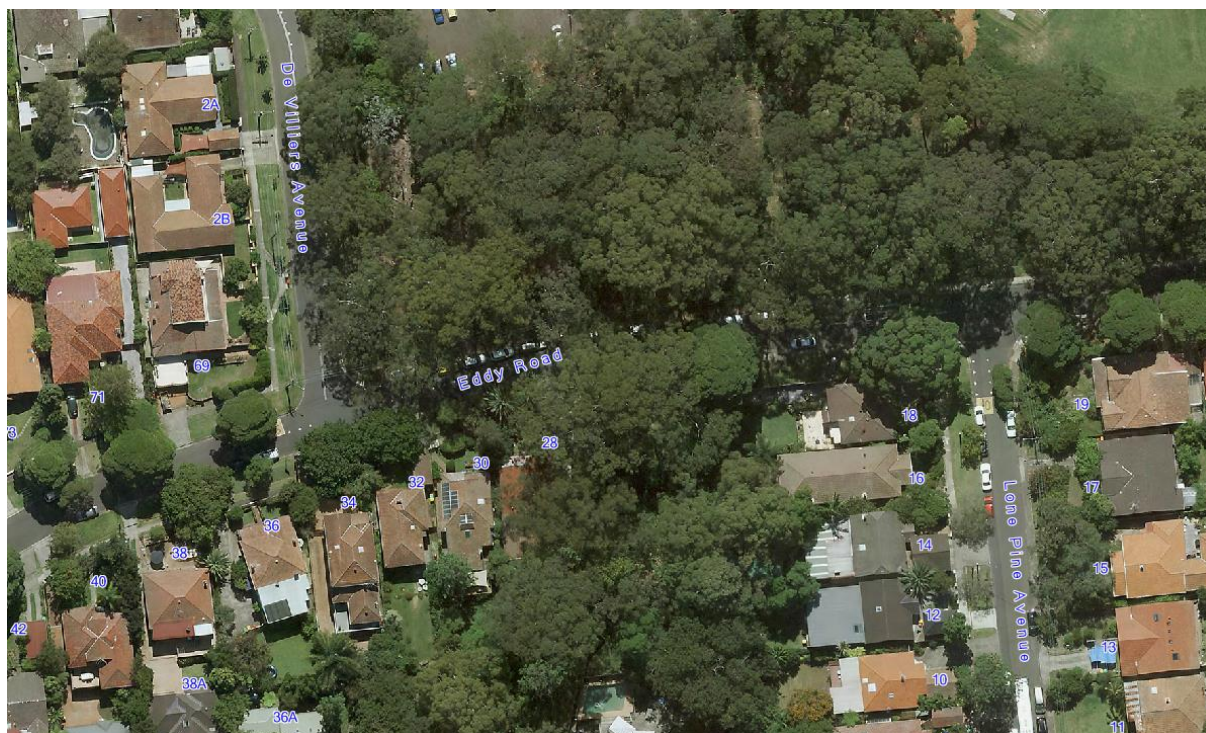


Figure 1: Locality Plan

The Local Traffic Committee recommended (August 2016 item 4.6) that 2P 9.30am-2.30pm SCHOOL DAYS and No Stopping 8am-9.30am and 2.30pm-4.00pm SCHOOL DAYS signs be installed on the southern side of Eddy Road between the pedestrian crossing and the boundary between 30 and 32 Eddy Road. This recommendation was approved by Council. A diagram showing the proposed changes is provided in ATTACHMENT 1.

4. DISCUSSION

Council undertook community consultation on the proposed changes between 4 August 2017 and 18 August 2017. 96 letters were distributed to residents with eighteen (18) submissions received by Council; 12 supported and 6 opposed the proposal. A summary of the community feedback is outlined in the Community Consultation Report provided in ATTACHMENT 2.

Issues raised by the community included the potential loss of amenity with the increase in parking in adjacent local streets and an increase in traffic speeds in Eddy Road. Investigations revealed that:

- The existing number of cars parking in Eddy Road between Lone Pine Avenue and De Villiers Avenue between 8am-9.30am and 2.30pm-4.00pm is low.
- That there are car spaces available in Lone Pine Avenue, Goodchap Road and Eddy Road, south of De Villiers Avenue, to accommodate the low number of cars relocated from Eddy Road between Lone Pine Avenue and De Villiers Avenue without impacting local amenity.
- That travel speeds are observed to be consistent with, or below, the 40 km/h school zone speed limit and are not likely to increase with the implementation of the new parking restrictions. It was also noted that the wombat pedestrian crossing ensures safe pedestrian movement and acts as a traffic calming device to ensure motorists travel at the speed limit.

Local Traffic Committee discussions

Mr Peter Goudie presented information to the Local Traffic Committee advising that he objected to the proposal for the following reasons:

- The congestion was a temporary issue created as a result of construction work in properties along Eddy Road
- The proposal does not consider the 'big picture' in relation to traffic and parking management on the western side of Pacific Highway including the use of the parking area in the School grounds.
- The letter to the community requesting feedback on the proposal did not indicate that the proposal would potentially be forwarded to the Local Traffic Committee and accordingly misrepresented the situation to the community.
- That the Local Traffic Committee did not get a full appreciation of the communities views with the report provided to them (this report).

A copy of Mr Goudie's letter was circulated to review by the Local Traffic Committee, copy attached in ATTACHMENT 3. Mr Goudie gave approval for the letter to be included in the report.

The Local Traffic Committee noted information provided by Mr Goudie and agreed that the parking on Eddy Road associated with the construction work could be leading to the higher levels of congestion prior to school commencement and after school finishing.

5. CONCLUSION

Eddy Road between Lone Pine Avenue and De Villiers Ave on a typical weekday morning and afternoon school peak drop off and pick up times experiences localised congestion. Installation of 2P 9.30am-2.30pm SCHOOL DAYS and No Stopping 8am-9.30am and 2.30pm-4.00pm SCHOOL DAYS on the southern side of Eddy Road between the pedestrian crossing and the boundary between 30 and 32 Eddy Road will improve traffic flow at these times thereby reducing congestion. Community consultation has indicated that there is general support for the proposed parking restrictions.

Willoughby City Council has allocated funding for the implementation of **2P 9.30am-2.30pm SCHOOL DAYS and No Stopping 8am-9.30am and 2.30pm-4.00pm SCHOOL DAYS** regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

Local Traffic Committee Conclusion

The Committee agreed to defer the implementation of the proposal and continue to monitor the traffic performance in Eddy Road. A new proposal could be considered if congestion occurs along Eddy Road following the construction work.

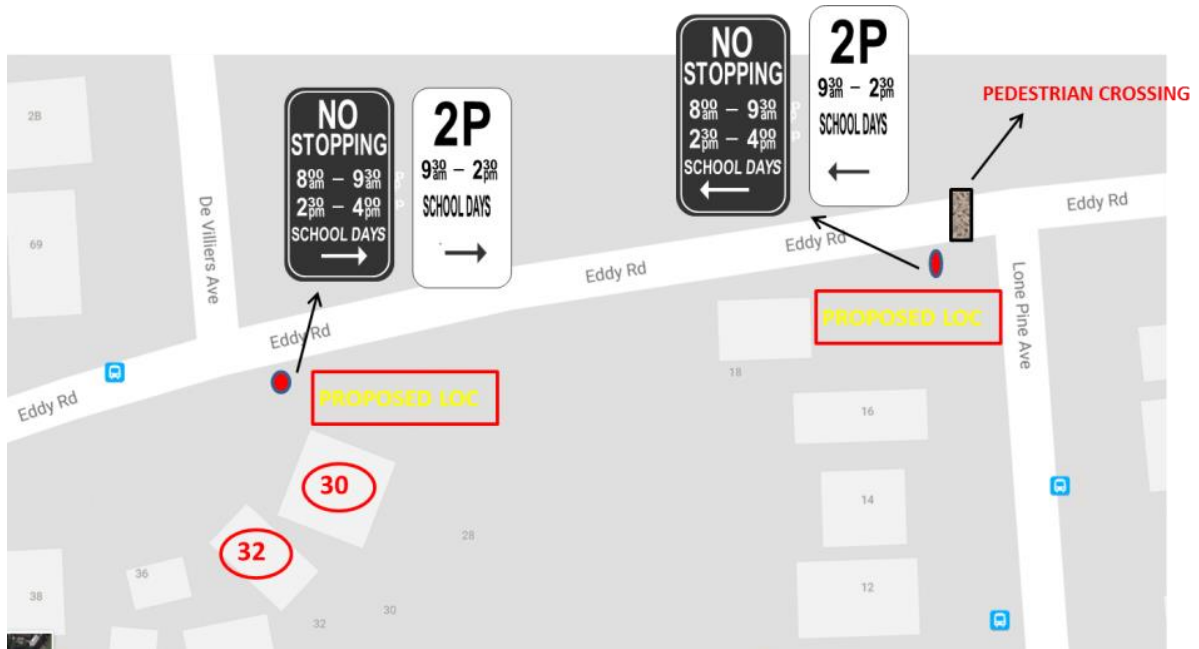
6. OFFICER'S RECOMMENDATION

That Council:

Approve "2P 9.30-2.30pm and No Stopping 8-9.30 and 2.30-4.pm" signs on the southern side of Eddy Road between the pedestrian crossing and the boundary between 30 and 32 Eddy Road as per ATTACHMENT 1.

ATTACHMENT 1

PROPOSED PARKING RESTRICTIONS IN EDDY ROAD



ATTACHMENT 2

COMMUNITY CONSULTATION REPORT

Support or Not support	Additional Suggestions/Comments
Support	<ul style="list-style-type: none"> • Could the 2P parking be extended further down Eddy Road (if the proposal goes through they feel there will be more issues on their side of the street). • 2 hour parking limits on the rest of Eddy Road and De Villiers Ave on weekdays • Further parking restrictions and extra patrols are needed • The intersection area needs marking which states it is No Parking. • A white line also painted at De Villiers • Excellent idea, Very good suggestion • Support ONLY with the inclusion of a chicane as a traffic calming device
Not support	<ul style="list-style-type: none"> • Rat running • Approx. 18 car spots removed on the southern side to allow for school drop off and pick up, with these restrictions introduced all day parking should have been reinstated on the opp side. • More than one vehicle holder per house meaning more cars parked on the streets • RMS to add additional clearway restrictions on the western side of the Highway between Mowbray and Fullers Road which will create an overflow of vehicles onto other streets • Lots of building construction occurring is occurring in the proposed area. It is sometimes blocked off by witches hats and parked trucks to allow for deliveries/repairs to stormwater drain • More practical to have 5 or 10 minute parking near the oval of the school. • 5-6pm is the rat run problem • Concerns regarding parking availability on neighbouring streets, resident all day parking options would be preferable.

ATTACHMENT 3

75 & 77 Eddy Road
Chatswood NSW 2067
18 August 2017

**OBJECTION TO PROPOSED PARKING RESTRICTIONS ON EDDY ROAD,
CHATSWOOD**

Dear Mr Farrelly

The following details my objection to the proposed parking restrictions on Eddy Road. As I own two properties on Eddy Road please count this as two ratepayer objections:

(1) You state that the proposal is to alleviate congestion in Eddy Road during school pick up and drop off hours.

However, I could rewrite it to say that 'Council wants to further inconvenience the local residents to satisfy the impatience of some non-local residents'.

Note that about 15 to 20 years ago a survey was made and the daily traffic volume was 3300 vehicle movements where you want the signs. The numbers were all in peak hours made by rat runners that is, non-residents.

(2) I have lived in Eddy Road since 1978 and have seen a lot of change that is and continues to be, detrimental to the residents.

Myself and other residents have tried to reduce the local 'rat running' of cars and trucks through our streets which started as soon as the Chatswood City expansion began in the 1980s. I wrote to Council about this at that time and the response was that something would be done about it but nothing happened. I later wrote reminding Council about its promise and received a response to say that the money had been reallocated towards road closures in Artarmon. Ten or fifteen years later the area around Eddy Road received speed humps which was exactly what the residents didn't want in their responses to a properly organised survey of the West Ward.

(3) The residents wanted Eddy Road closed in the area where you want the parking restrictions.

The only drawback was the bus which used to run to Lane Cove but now only goes to the Chatswood Golf Course. As such, a proposal was put forward for a boom gate to be installed similar to that in Lane Cove and other suburbs in Sydney. The bus could pass at any time as well as local residents. This proposal was formally studied by Council but rejected mainly from objections from Millwood and Fullers Road residents who wanted to drive through our area rather than have to use the traffic lights at Fullers Road & the Highway or Centennial & the Highway.

(4) To be consistent with your argument to reduce congestion at peaks, you should also install the same signs and restrictions along Park Avenue, Carr Street, Dardanelles Road, Critchet Road, Sutherland Road, Fehon Road, Whitton Road, Lone Pine Avenue, Pearl Avenue, Ivy Street, Sharland Avenue, Dalrymple Avenue,

Beaconsfield Avenue, Coolaroo Avenue and others as they all have the traffic congestion as your proposed restricted area in Eddy Road.

In addition, you should remove the single lane road filtering section in Reginald Avenue at the intersection with Centennial Avenue. It has the same effect as you describe in your letter but for 24-hours seven days a week.

(4) The no-left hand turn signs out of Park Avenue, Edgar Street and Jenkins Avenue between 4:30pm and 7pm were introduced to stop the rat running. However, the Police Service said it would not enforce these signs so the full effect of the signs has not been realised. The 4:30pm later start (rather than the traditional 3:30pm) was set to allow for the non-residents who wanted to collect their children from school and did not want to be inconvenienced by having to use the traffic lights (and safer route) at Centennial Avenue and Fullers Road.

(5) Within the last few years similar parking restrictions as your proposal were put on the southern side of Eddy Road between Lone Pine Avenue and Goodchap Road.

About two years ago Council then put almost the same restrictions on the northern side opposite the restricted area described in the sentence above. These were to cater for the overflow of primary and kindergarten children from Chatswood Public School into the high school grounds.

With that move you removed about 18 all day unrestricted parking places. The all-day parkers were then forced to move west into my part of Eddy Road.

However, I have kept tabs on those 18 removed spaces and at most I have only once seen three cars at one time use the restricted area; and, only on a few occasions seen two at once. Often there is only one car or no cars.

When Council took out those 18 spaces it should have reinstated the southern side (opposite side) to all day parking but it didn't.

(6) The western side of Eddy Road where I live has all day parkers (as described above). We have school children who drive their cars and park in Eddy Road. They should be allowed to park their cars in the school grounds but it appears they are not even allowed to park their bicycles on school property as they chain their bikes to the outside of the school fence in Eddy Road. In addition, in Eddy Road we have part-day parkers who park their cars and catch the bus up to the city centre for four to six hours. These persons tend to be parents with young children in prams or grandparents taking care of young children in prams.

(7) Another issue that increases the car parking around the area is that the original subdivision of the Ward (around 1918) included some smaller width blocks and there are many properties that have no off-street parking at all. These owners put their cars on the street.

(8) Furthermore, Council's allowance of dual occupancies increases the number of cars parked on the street.

(9) In addition, there are a number of properties that are rented. In one three-bedroom house near my property there were three couples each with a car (six in all). The property had its rear yard subdivided into a dual occupancy and hence there was little off-road parking. Also, I inspected a property for sale in Eddy Road and it had twenty beds in it. A number of those people had cars.

(10) Adding to the parking dilemma is Council's stupid rule to restrict parking places in residential flats to one only. This is why the streets around Goodchap Avenue are full of parked cars as they belong to the home unit owners.

(11) In addition, this will be further exacerbated when the seven storey home unit block is built on the four blocks of land, two on 25 & 23 Eddy Road & two in Freeman Road. The 'For Sale' sign is already up and if you check on the internet the one-bedroom units are being sold with no parking spaces. This will put more cars onto Eddy & Freeman.

(12) Furthermore, about a month ago we received a proposal by the Roads & Maritime Services Authority to add additional clearway restrictions on the western side of the Highway between Mowbray and Fullers Roads. This means there will be overflow into Eddy and all the other streets around.

(13) As I said above, your proposal is for non-local residents. The congestion as you put it is caused by rat runners and has increased since the right hand turn bay off Fullers Road into Park Avenue was installed.

Some years back the local residents successfully lobbied Council not to install the turning bay. Yet about two years later some non-local residents were successful at changing Council to install the turning bay. This is one of the reasons for the congestion in Eddy Road as it is the focal point for the rat running.

(14) In the days when there were less cars parked on the street, some drivers would speed down the dip in Eddy Road where you want to install the parking restriction signs. Even today, in off peak time some vehicles must be travelling at the allowable 60km/hr but this is way too fast – even the Sydney Buses bus is guilty of driving fast when it has no passengers. If you put the parking restriction signs in you are likely to increase speeding hence reducing our safety.

(15) One of the complaints about congestion could involve the bus that travels from Chatswood CBD to Chatswood Golf Course. That bus is empty most of the time. The route was originally owned by North & Western Busses and it used small busses. Sydney Buses took over the route and used its full size buses. It did once trial small buses but due to its intransigence went back to full size buses which are unsuitable for the area. I say intransigence because I worked with the Roads & Traffic Authority for 30 years and regularly dealt with Sydney Busses (previously State Transit). One of its goals is to have a universal bus so that any one can be readily replaced with another or a route changed at any time; and, to reduce spare parts inventory by having only one bus type. Being that is the case, just let Sydney Buses operate unsuitable vehicles on its routes.

(16) Another item that will further affect our amenity and increase parking by non-residences is the newly installed all-weather field in Chatswood High School.

Previously there were restrictions on night and weekend hours use. These have been abolished by Council just before the playing field improvements began. Now they can be used all night and all weekend by non-residents. The Gordon Football Club had planned to use it as its home ground and other groups used it as well. At that time all of Eddy Road was parked out on the weekend and up to 10pm at night. This will most likely happen again with the Olympic grade floodlit field now installed. This means we will have more traffic with less parking and we don't want more Council interference with your proposed week day restrictions.

(17) The masses of home units just built and still being built in Mowbray Road, Lane Cove North has increased the rat runners through Eddy Road.

(18) The lack of a right-hand turn heading east from Mowbray into the Highway and the lack of a right-hand turn heading south on the Highway into Mowbray both create deleterious effects for the Ward and Eddy Road.

When I first lived here those right hand turns were in place and should be reinstated as this would reduce a lot of rat running traffic through the streets around Eddy Road.

If you read the recent traffic survey/assessment for Mowbray Road instigated by Council you will see that the author basically 'threw their hands in the air' to say that the Mowbray Road/Highway intersection was a disaster. The residents of Eddy Road should not have to suffer for the incompetence of the traffic planners at the time.

(19) Another item that might have sparked your restricted parking proposal is that since last Christmas there has been a lot of building construction in and around the area of your proposed signs.

Firstly, the installation of the all-weather Olympic grade field in the high school has added to parked vehicles and vehicle movements.

Secondly, a dual occupancy construction is underway exactly where you want the parking restrictions and the builders along with their trucks have sometimes cordoned off the area with Witches Hats or blocked it off for delivery vehicles.

Thirdly, that same area has also had parked trucks & witches hats because of the relining & repair of the storm water drain. Note that Council wrote a letter to ask us to be tolerant of the disruption caused by the stormwater pipe repair so please extend the same courtesy of us and don't interfere with our amenity.

In conclusion, please don't introduce any more parking restrictions.

Those people that park between Lone Pine and Dardanelles Avenue are keeping their vehicles away from the west of Eddy Road which already has all day parkers.

They are creating a safer place by slowing the traffic speeds down. They are creating a single lane traffic calming device just as that as installed by Council in Reginald Avenue.

It is unfair on the owners of the two or three residences that will have the signs installed in front of their house plus it will lower their property values.

I would prefer you to permanently close the road except to make allowances for the bus.

Mr Farrelly, I hope you can see from what I have written that everything done to date has been to make life easy for those who do not live here and all that has happened has reduced the amenity for those who do live here.

Yours faithfully

Peter Goudie

4.2 TALUS RESERVE CAR PARK, NAREMBURN - PARKING RESTRICTIONS

ATTACHMENTS:	1. PROPOSED PARKING RESTRICTIONS 2. COMMUNITY CONSULTATION REPORT
WARD:	NAREMBURN WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve the installation of “4P, 7am-6pm Mon-Fri” and “4P, 7am-12pm Sat” restrictions and removal of the existing Restricted Parking Area restrictions in Talus Street Reserve car park.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Approve the installation of “4P, 7am-6pm Mon-Fri” and “4P, 7am-12pm Sat” restrictions and removal of the existing Restricted Parking Area restrictions in Talus Street Reserve car park.**
- **Approve the provision of a suitable number of unrestricted car parking spaces for employees of the tennis courts.**

3. BACKGROUND

Talus Reserve is a park including walking paths, eight tennis courts and an associated car parking area, amenities building, landscaping and public toilets. The park is on part Crown Land and part Council Community land. Willoughby City Council is the Manager of the Talus Street Reserve Trust, pursuant to the Crown Lands Act 1989.

The location of the park is indicated in Figure 1 below. The park is subject to a Plan of Management adopted by Council in May 1999. The Crown Land portion of the site, which includes the tennis courts and car parking area, is leased to the Northern Suburbs Tennis Association (NSTA). Council considers the car parking area to be a ‘road related area’ for the purposes of the Road Transport Act 2013 and Road Rules 2014.

There has been an extensive history of parking issues in the local vicinity. The location is quite close to St Leonards Train Station and attracts commuters seeking a parking spot. A number of years ago, Council made the car parking area a ‘Restricted Parking Area’ pursuant to the Restricted Parking Areas Manual issued by NSW Roads and Maritime Services.



Figure 1. Locality photo-map indicating Talus Street Reserve.

Parking management in Talus Reserve Car park was considered at the Traffic Committee meeting held on 19 April 2017. The Traffic Committee recommended the following:

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

Council at its meeting on 22 May 2017 adopted the Traffic Committee recommendation with the exception of point 4 which reads “Council confers with the Northern Suburbs Tennis Association and investigates the suitability of the car parking area on the eastern side of the tennis courts amenities building for accessible parking” because the NSTA has already been consulted.

4. DISCUSSION

Council undertook community consultation on the proposed changes between 18 August and 8 September 2017. Community consultation included advice on Council's website via 'Have Your Say' page, a notice in the North Shore Times newspaper, an information sign at the entry of the car park and letters were distributed to owners of 26 properties in the vicinity of Talus Reserve in Talus Street, Daileys Road, Berry Avenue and Waters Road (some being apartment complexes with multiple apartments).

Seven (7) submissions were received by Council that all supported the proposal.

A submission was received from the Northern Suburbs Tennis Association that indicated support however requested provision of permits for the employees to allow employees to park legally on-site for longer than 4 hours. The request is considered reasonable and it is proposed to collaborate with the Northern Suburbs Tennis Association and Council's Planning Unit to determine a suitable number of unrestricted car parking spaces for employees of the tennis courts.

5. CONCLUSION

There has been an extensive history of parking issues in Talus Reserve Car Park. Council approved community consultation on the proposal to implement new timed 4P parking restrictions in the car park.

Community consultation indicates support for the introduction of the parking restrictions with a request for unrestricted parking provided for Tennis Court employees. Provision of a suitable number of unrestricted car parking spaces for employees of the tennis courts is considered reasonable and should be incorporated into the parking arrangements in the car park.

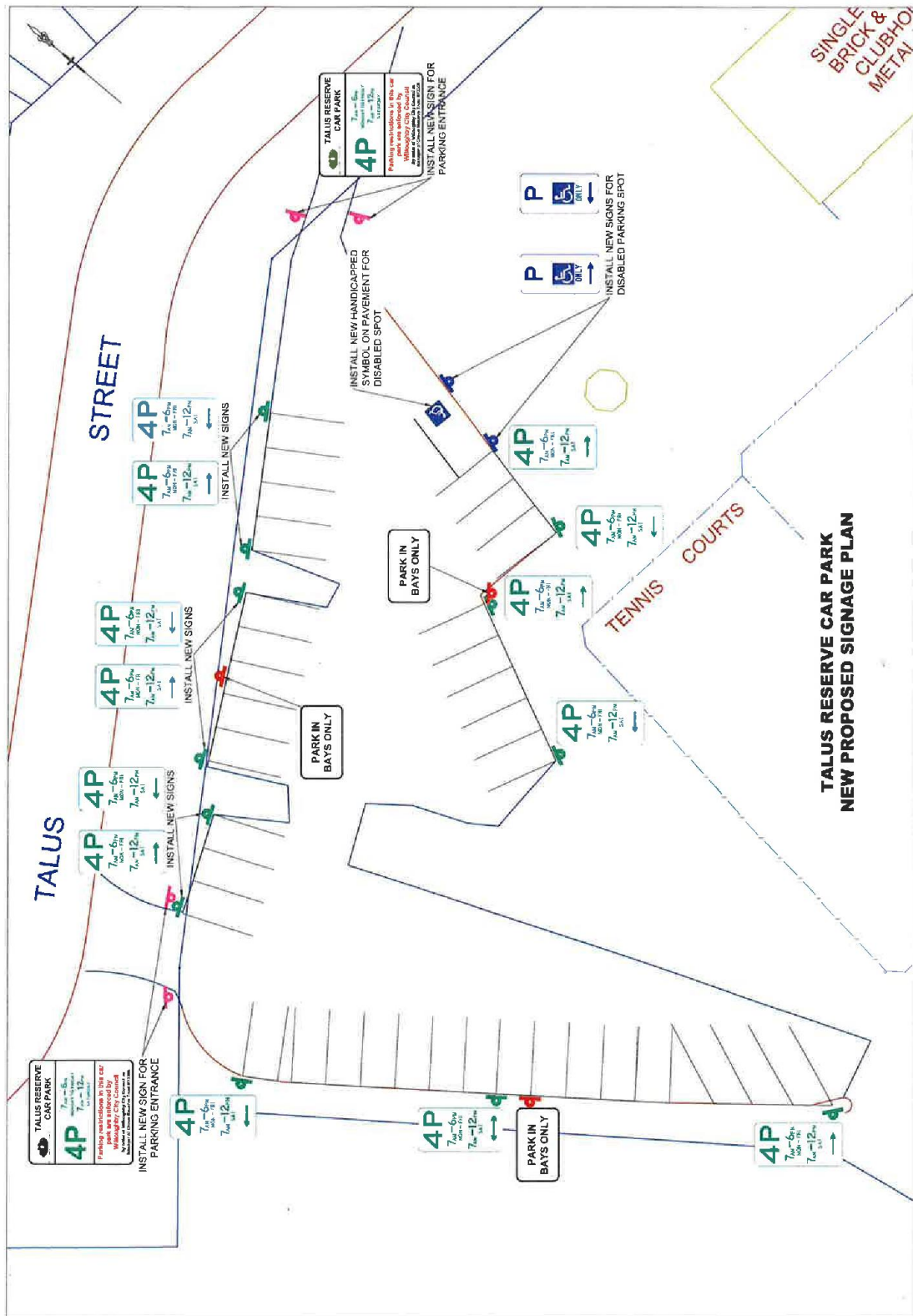
Willoughby City Council has allocated funding for the implementation of "4P, 7am-6pm Mon-Fri" and "4P, 7am-12pm Sat" restrictions and removal of the existing Restricted Parking Area restrictions regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

6. OFFICER'S RECOMMENDATION

That Council:

- Approve the installation of "4P, 7am-6pm Mon-Fri" and "4P, 7am-12pm Sat" restrictions and removal of the existing Restricted Parking Area restrictions in Talus Street Reserve car park.
- Approve the provision of a suitable number of unrestricted car parking spaces for employees of the tennis courts.

ATTACHMENT 1



TALUS RESERVE CAR PARK
NEW PROPOSED SIGNAGE PLAN

4.3 MALVERN AVENUE, CHATSWOOD - TRAFFIC MANAGEMENT AND PARKING RESTRICTIONS

ATTACHMENTS:	1. TRAFFIC INVESTIGATION REPORT 2. PROPOSED TRAFFIC MANAGEMENT AND PARKING RESTRICTIONS
WARD:	MIDDLE HARBOUR WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve the implementation of new traffic management and parking restrictions in Malvern Avenue, Chatswood, east of Archer Street.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Approve the implementation of traffic management and parking restrictions in Malvern Avenue and the Child Care Centre car park driveway:

- A signposting scheme including *left turn only and no right turn* signs.
- The use of closely spaced pavement flaps and raised reflective pavement markers (RRPM) along the existing centre line (that is, without a painted median).
- Pavement arrows are painted on the driveway clearly indicating left out only
- Adjustment to existing full-time 'No Stopping' and 2P 8.30 am – 6 pm Mon – Fri and 8.30 am – 12.30 pm Sat parking restrictions.

3. BACKGROUND

Council approved a development application for 103 Archer Street and 21 Malvern Avenue, Chatswood. The development will provide a 55 place child care centre with 12 car parking spaces and no loading dock.

A Condition of development consent is to construct a median strip in Malvern Avenue to ensure that vehicular access to the site is on a 'left in; left out' basis. The Local Traffic Committee recommended that Council approve the concept design at its meeting on 21 June 2017 and Council approved this recommendation on 7 August 2017.

Council's Traffic and Transport Team Leader undertook an examination of the land uses served by Malvern Street and traffic operations including types of vehicles and their movements prior to sending advice in relation to the detailed design and construction of the

concrete median strip to the applicant. The purpose of the examination was to ensure that the median strip would deliver its desired outcome and not result in any negative impacts to road safety, access and movement in Archer Street and Malvern Street, refer to the locality plan. A copy of Council's traffic investigations report for Malvern Avenue is provided in ATTACHMENT 1.

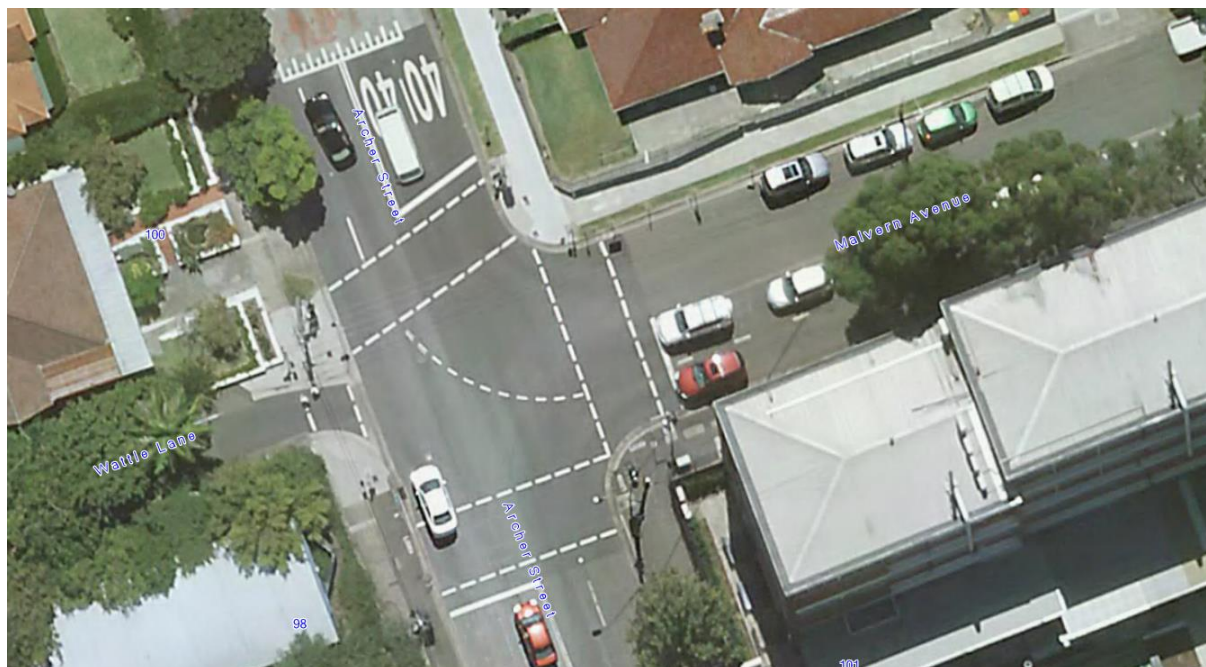


Figure 1: Locality Plan

4. DISCUSSION

Council's investigations reveal that the provision of a concrete island in Malvern Avenue would result in problems relating to the safe access for 19.0 metre articulated semi-trailers to turn left from Archer Street into Malvern Street. The Chatswood Chase (Sydney) loading dock accessed from Malvern Avenue accommodates all vehicle sizes up to and including 19 metre articulated semi-trailers.

A review of traffic management options was undertaken by Council and the following is recommended as the preferred traffic management approach in Malvern Avenue and the Child Care Centre car park driveway:

- A signposting scheme including *left turn only and no right turn* signs.
- The use of closely spaced pavement flaps and raised reflective pavement markers (RRPM) along the existing centre line (that is, without a painted median).
- Pavement arrows are painted on the driveway clearly indicating left out only

Whilst not as effective as a concrete median strip in ensuring that vehicular access to the site is on a 'left in; left out' basis a combination of closely spaced on-road traffic facilities and signposting is an enforceable solution. Accordingly, the solution will provide a satisfactory alternative.

One benefit of the recommended approach is that on-street parking in Malvern Avenue, north side of road would be retained. The on-street parking provides amenity for local

residents and their visitors and maximising the availability of on-street parking is considered important.

A modification to the existing full-time 'No Stopping' and timed 2P parking restrictions will also be undertaken as part of the changes in Malvern Avenue, north side of road, east of Archer Street to align with the new location of the Child Care Centre driveway.

A copy of the proposed traffic management and parking restrictions for Malvern Avenue is provided in ATTACHMENT 2.

5. CONCLUSION

Council's investigations reveal that the provision of a concrete island in Malvern Avenue would result in problems relating to the safe access for 19.0 metre articulated semi-trailers to turn left from Archer Street into Malvern Street. The following is recommended as the preferred traffic management approach in Malvern Avenue and the Child Care Centre car park driveway:

- A signposting scheme including *left turn only and no right turn* signs.
- The use of closely spaced pavement flaps and raised reflective pavement markers (RRPM) along the existing centre line (that is, without a painted median).
- Pavement arrows are painted on the driveway clearly indicating left out only

A modification to the existing full-time 'No Stopping' and timed 2P parking restrictions will also be undertaken as part of the changes in Malvern Avenue, north side of road, east of Archer Street to align with the new location of the Child Care Centre driveway.

All costs associated with the implementation of the traffic management and parking restrictions in Malvern Avenue, Chatswood, east of Archer Street will be borne by the developer of the development application for 103 Archer Street and 21 Malvern Avenue, Chatswood.

6. OFFICER'S RECOMMENDATION

That Council:

Approve the implementation of traffic management and parking restrictions in Malvern Avenue and the Child Care Centre car park driveway (as indicated in the design plan provided in ATTACHMENT 2):

- A signposting scheme including *left turn only and no right turn* signs.
- The use of closely spaced pavement flaps and raised reflective pavement markers (RRPM) along the existing centre line (that is, without a painted median).
- Pavement arrows are painted on the driveway clearly indicating left out only
- Adjustment to existing full-time 'No Stopping' and 2P 8.30 am – 6 pm Mon – Fri and 8.30 am – 12.30 pm Sat parking restrictions.

ATTACHMENT 1

TRAFFIC INVESTIGATION REPORT – MALVERN AVENUE, CHATSWOOD**AIM**

To assess the impact of a proposed new concrete median on the operation of Malvern Avenue and identify an alternate treatment to maintain the existing access arrangements whilst supporting access management needs to a new Child Care Centre at 103 Archer Street and 21 Malvern Avenue, Chatswood

BACKGROUND

Council approved a development application for 103 Archer Street and 21 Malvern Avenue, Chatswood. The development will provide a 55 place child care centre with 12 car parking spaces and no loading dock.

A Condition of development consent is to construct a median strip in Malvern Avenue to ensure that vehicular access to the site is on a 'left in; left out' basis. The Local Traffic Committee recommended that Council approve the concept design at its meeting on 21 June 2017 and Council approved this recommendation on 7 August 2017.

Council's Traffic and Transport Team Leader undertook an examination of the land uses served by Malvern Street and traffic operations including types of vehicles and their movements prior to sending advice in relation to the detailed design and construction of the concrete median strip to the applicant. The purpose of the examination was to ensure that the median strip would deliver its desired outcome and not result in any negative impacts to road safety, access and movement in Archer Street and Malvern Street.

On-site inspections were undertaken on 23 and 24 August and 5 September 2017. 12.2 metre large rigid trucks and 19.0 metre articulated semi-trailers were observed to turn left and right from Archer Street into Malvern Street and to egress Malvern Street into Archer Street.

Council's Traffic and Transport Team Leader met with the developer and owner on Tuesday 5 September 2017 on-site to discuss the provision of the median strip, Council's issues and the Council's proposed traffic management arrangement for Malvern Avenue at the Child Care Centre's car park entry and exit.

CURRENT POSITIONRoad network and land uses

The examination has revealed the following:

- Archer Street, Malvern Street and Wattle Lane are controlled by traffic control signals with all turning movements permitted other than the right turn from Archer Street, southbound, into Wattle Lane. Pedestrian facilities are provided on all legs of the intersection.
- Archer Street is a two way local road providing a collector function. Parking restrictions in the vicinity of Malvern Street provide four trafficable lanes during weekday peak periods.
- Wattle Lane is one way westbound local road.

- Malvern Street is a two way local road with a cul-de-sac at its eastern end. On-street parking is provided on the northern and southern side of road. A roundabout treatment is provided at the cul-de-sac permitting u-turn movements in Malvern Avenue as well as ingress and egress to the Chatswood Chase (Sydney) car park. Footpaths are provided on both sides of Malvern Avenue with the northern footpath designated a shared path.
- Vehicle ingress and egress to the 12 space car park for 103 Archer Street and 21 Malvern Avenue is directly from Malvern Avenue.
- Residential properties exist along the northern side of Malvern Street with off-street car parking from Malvern Avenue. The residential properties are typically single dwellings.
- Pick up and set down for the Mercy Catholic College typically occurs on the southern side of Malvern Street.
- Low scale commercial buildings and medical suites exist on the southern side of Malvern Street with vehicle ingress and egress to car and service vehicle parking provided on this side of the road.
- Vehicle ingress and egress to Chatswood Chase (Sydney) public car parking and loading docks is available from Malvern Avenue and Victoria Avenue and loading docks from Malvern Avenue, Mills Lane (off Archer Street) and Victoria Avenue. The Chatswood Chase (Sydney) loading docks are not connected within the centre and therefore vehicles must enter and leave from the same road.

Access routes and operation of the Chatswood Chase (Sydney) loading docks in Malvern Avenue

- Vehicle ingress and egress to Chatswood Chase (Sydney) loading docks for Coles, Kmart and David Jones and other retail shops in the centre are via Malvern Avenue.
- The Chatswood Chase (Sydney) loading dock accessed from Malvern Avenue accommodates all vehicle sizes up to and including 19 metre articulated semi-trailers. Vehicles enter and exit the loading dock in a forward direction.
- All vehicles with a destination in the loading dock must use the intersection of Archer Street, Malvern Street and Wattle Lane. There are no constraints on the approach and departure routes for vehicles with a destination in the loading docks. In this context 19 metre articulated semi-trailers may turn either left or right into and out of the intersection in Archer Street and Malvern Avenue.
- Observations on Thursday 24 August revealed that all large vehicles (vehicles 12.2 metre and 19.0 metre in length) turned right into Malvern Avenue and did so without encroaching on the westbound travel lanes in Malvern Avenue.
- Observations on Tuesday 5 September revealed that 19.0 metre articulated semi-trailers have difficulty undertaking the left turn movement into Malvern Avenue. The vehicle was observed to encroach into the westbound travel lanes in Malvern Avenue prior to returning to the correct side of the road.
- A review of the turning paths of large vehicles (vehicles 12.2 metre and 19.0 metre in length) indicates that both vehicles can turn left from Archer Street into Malvern Avenue. The left turn movement undertaken by a 19.0 metre vehicle utilises the whole of Malvern Avenue to a point east of the new driveway to the child care centre.

The design of the proposed new concrete median strip in Malvern Avenue

- The median strip has been designed to maintain the existing 2 lane westbound approach capacity and width of existing lanes in Malvern Avenue.
- The median strip is designed to 1.2 metre width in accordance with Austroads guidelines to permit the provision of standard 'Keep Left' signs.
- The concept design for the median strip is 20 metres in length and to extend approximately 6 metres west and 7 metres east of the ingress and egress driveway to the child care centre.

- The median strip as currently designed would reduce the width of Malvern Avenue to 4.8 metres.

Impacts on the operation of Malvern Street and the intersection of Archer Street, Malvern Street and Wattle Lane with the proposed new concrete median

- There is anticipated to be no impact to the safe and efficient movement of vehicles up to and including 12.2 metre vehicles. Drivers of 12.2 metre vehicles may need to negotiate the intersection and Malvern Avenue slowly to ensure clear passage.
-

- The provision of the current median strip design is likely to be navigable by 19.0 metre articulated semi-trailers turning right from Archer Street into Malvern Avenue subject to the removal of up to 3 car parking spaces in Malvern Avenue east of the ingress and egress driveway to the child care centre.
- The provision of the current median strip design **is not likely to be navigable** by 19.0 metre articulated semi-trailers turning left from Archer Street into Malvern Avenue in a continuous movement. It is anticipated that the median strip may lead to the following actions by drivers of 19.0 metre articulated semi-trailers:
 - A very slow turning manoeuvre with the potential for multiple 'back and forward' movements.
 - Running over the median strip in Malvern Avenue
 - Running over the pedestrian footpath on the north eastern corner of the intersection

Alternative median strip and signposting treatments in Malvern Street in place of the proposed new concrete median strip

- The following alternatives have been considered to replace the proposed concrete median strip:
 - There is the opportunity to reduce the length of the proposed median strip to 13 metres in length. The revised design would extend approximately 2 metres west and 3 metres east of the ingress and egress driveway to the child care centre.
 - There is the opportunity to narrow and relocate the median strip including locating the median strip along the existing centre line in Malvern Avenue. A narrower median strip would limit the ability to provide signs (narrow signs may be possible). A narrower median strip increases the likelihood of the median and signs being struck by vehicles. A review of the turning paths for 19.0 metre articulated semi-trailers turning left from Archer Street into Malvern Avenue indicate that a narrower median strip in Malvern Avenue is likely to be struck, particularly by drivers unfamiliar with the intersection.
 - Implement a painted median strip in Malvern Avenue. The painted median strip provides a visual obstruction and would be able to be mounted by a large vehicle however, in isolation, would not achieve the same impact in ensuring left in/ left out traffic movements at the ingress and egress driveway to the child care centre as a concrete median. Depending on the design of the painted median on-street parking spaces in Malvern Avenue would need to be eliminated.
 - A signposting scheme including *left turn only and no right turn* signs.
- Council's preferred approach is not to provide a concrete median in Malvern Street however implement a scheme comprising *left turn only and no right turn* signs and a suitable treatment within Malvern Street to discourage illegal movements (contrary to the signposting). The use of closely spaced pavement flaps and raised reflective pavement markers (RRPM) are considered appropriate with or without a painted median.
- Consultation with Roads and Maritime Services (RMS) has indicated that RMS prefer no median strip (concrete or painted) given the impacts on intersection operation but have suggested the provision of raised reflective pavement markers (RRPM) and *left turn only and no right turn* signposting would provide a barrier to traffic movement but be able to be crossed by large vehicles should this be necessary and is an acceptable solution. RMS also requested pavement arrows on the driveway clearly indicated left in and left out only.

- It is noted that consent condition number 2 (a) mandates that 'a sign is to be erected within the site near the driveway exit advising drivers leaving the site 'left turn only'.
- The conditions of consent for the vehicle access to the child care centre vehicular access to be on a 'left in; left out' basis can still be met with signposting implemented in Malvern Avenue including a 'left turn only' on the northern footpath and a 'No Right Turn' sign on the southern footpath opposite the egress driveway.

NSW Road Rules (No. 88) states that 'If there is a *left turn only sign* at an intersection, a driver must turn left at the intersection' and NSW Road Rules (No. 91) states that 'If there is a *no right turn sign* at an intersection, or another place on a road, a driver must not turn right or make a U-turn at the intersection or place'.

CONSULTATION

- The Assistant Operations Manager, Vicinity Centres (Chatswood Chase Shopping Centre) was consulted on 23 and 24 August 2017. A joint on-site meeting occurred on 24 August which included the operation of the road network and the loading docks.
- Council's Senior Design Engineer was consulted on 24 August 2017 to provide advice on road and median design issues and options.
- Roads and Maritime Services has been consulted on the issues relating to the provision of a concrete median strip and traffic management options to ensure that vehicular access to the site is on a 'left in; left out' basis.
- The developer and owner of the Child Care Centre was consulted on 5 September 2017 to discuss the provision of the median strip, Council's issues, Council's recommended traffic management arrangement for Malvern Avenue at the Child Care Centre's car park entry and exit and policies that will be implemented by the Child Care Centre to mandate vehicular access to the site is on a 'left in; left out' basis.

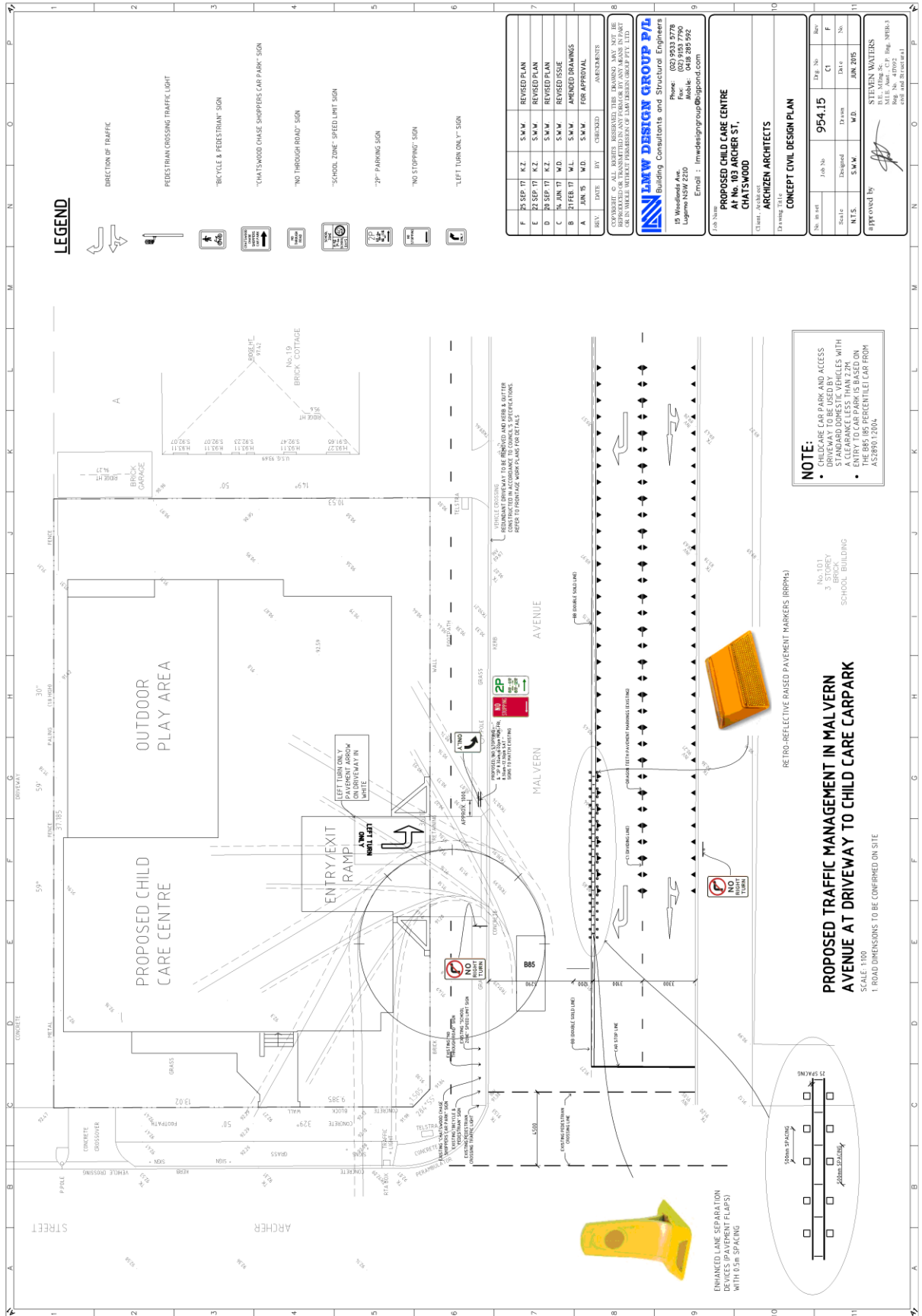
RECOMMENDED TRAFFIC MANAGEMENT APPROACH IN MALVERN AVENUE

The following is recommended as the preferred traffic management approach in Malvern Avenue and the Child Care Centre car park driveway:

- A signposting scheme including *left turn only and no right turn* signs.
- The use of closely spaced pavement flaps and raised reflective pavement markers (RRPM) along the existing centre line (that is, without a painted median).
- Pavement arrows are painted on the driveway clearly indicating left out only

Whilst not as effective as a concrete median strip in ensuring that vehicular access to the site is on a 'left in; left out' basis a combination of closely spaced on-road traffic facilities and signposting is an enforceable solution. Accordingly, the solution will provide a satisfactory alternative.

One benefit of the recommended approach is that on-street parking in Malvern Avenue, north side of road would be retained. The on-street parking provides amenity for local residents and their visitors and maximising the availability of on-street parking is considered important.



4.4 EDINBURGH ROAD, WILLOUGHBY - PARKING RESTRICTIONS

ATTACHMENTS:	1. PROPOSED PARKING RESTRICTIONS 2. COMMUNITY CONSULTATION REPORT
WARD:	MIDDLE HARBOUR WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	RAM KUMAR – TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve full-time *No Stopping, No Parking and Bus Zone parking* restrictions in Edinburgh Road, Willoughby, north side of road, west of Third Avenue.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Approve the implementation of No Stopping, No Parking and Bus Zone parking restrictions in Edinburgh Road, north side of road, west of Third Avenue:

- **10.0 metres full-time “NO STOPPING” signs on the north side of Edinburgh Road, west of its intersection with Third Avenue**
- **6.0 metres full-time “NO PARKING” signs in Edinburgh Road in front of properties number 47**
- **25.0 metres full-time “BUS ZONE” signs in Edinburgh Road in front of properties 43 and 45**

3. BACKGROUND

Council received a representation from a resident expressing safety concerns when undertaking a right turn movement from Third Avenue, southbound, into Edinburgh Road, westbound.

A review of the 5 year crash history for the period July 2010 to June 2015 at the intersection of Third Avenue and Edinburgh Road revealed that there have been two crashes (one in 2012 and 2013 respectively). Both crashes were rear end collisions with one resulting in moderate injury. The intersection crash rate indicates that the intersection has a low accident rate.

A review of the performance of the intersection of Third Avenue and Edinburgh Road reveals Edinburgh Road has a weekday traffic volume of over 20,000 AADT (Ref: Willoughby Traffic Count Summary in 2000) in both direction and a 63KPH operating speed as 85th percentile speed.

Council's investigation revealed that there are no parking restrictions in Edinburgh Road, north side of road between the western kerb of Third Avenue and the pedestrian refuge. An existing bus stop between Third Avenue and Second Avenue in this location does not have Bus Zone signposting.

Undertaking the right turn movement can be difficult, particularly during peak periods, due to high traffic volumes. The difficulty is enhanced by parked vehicles on the north side of Edinburgh Road, west of its intersection with Third Avenue. The sight distance of drivers turning right from Third Avenue was reduced by parked vehicles in Edinburgh Road, north side of road, west of Third Avenue. Removal of parking in Edinburgh Road, north side of road, west of Third Avenue was considered an appropriate measure to improve driver sight distance and therefore safety for drivers undertaking the right turn movement from Third Avenue. Consultation with Sydney Buses led to the proposal to formalise the bus stop with bus zone restrictions.

A proposal to implement full-time 'No Stopping' was developed incorporating 16 metres of full-time 'No Stopping' restrictions, 10 metres of which complies with the minimum statutory restrictions that can be applied to intersections. The remaining 6 metre No Stopping restrictions will result in the loss of one car space in Edinburgh Road.

The proposed No Stopping sign and Bus Zone parking restrictions in Edinburgh Road, north side of road, west of Third Avenue incorporated the following changes:

- 16.0 metres full-time "NO STOPPING" signs on the north side of Edinburgh Road, west of its intersection with Third Avenue
- 25.0 metres full-time "BUS ZONE" signs in Edinburgh Road in front of properties 43 and 45

A diagram showing the proposed changes is shown in the ATTACHMENT 1



Figure 1: Locality Plan

4. DISCUSSION

Community consultation was undertaken between 21 August 2017 and 4 September 2017 by sending out notification letter to 169 residents in Edinburgh Road and Third Avenue seeking their feedback. A brief summary of the feedback received is presented below and a detailed summary is outlined in ATTACHMENT 2.

- 25 residents responded with their feedback
- 22 supported Council's initiative whereas 3 opposed the same

Following review of the communities comments Council has revised its proposed solution to introduce full-time 'No Parking' restrictions in place of the proposed 6 metre 'No Stopping' parking restriction. This change will improve the amenity of adjacent residents by allowing short term use of this road space whilst providing improved visibility for motorists egressing Third Avenue when no vehicles are using the 'No Parking' zone. The revised on-street parking restrictions proposed to be implemented are:

- 10.0 metres full-time "NO STOPPING" signs on the north side of Edinburgh Road, west of its intersection with Third Avenue
- 6.0 metres full-time "NO PARKING" signs on the north side of Edinburgh Road, between the "NO STOPPING" signs and "BUS ZONE" signs.
- 25.0 metres full-time "BUS ZONE" signs in Edinburgh Road in front of properties 43 and 45

5. CONCLUSION

Following a resident submission Council identified a potential change to improve safety for the right turn movement from Third Avenue into Edinburgh Road utilising 'No Stopping' parking restrictions. Community consultation indicates a general support for the introduction of the parking restrictions.

Willoughby City Council has allocated funding for the implementation of *No Stopping, No Parking* and *Bus Zone* regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

6. OFFICER'S RECOMMENDATION

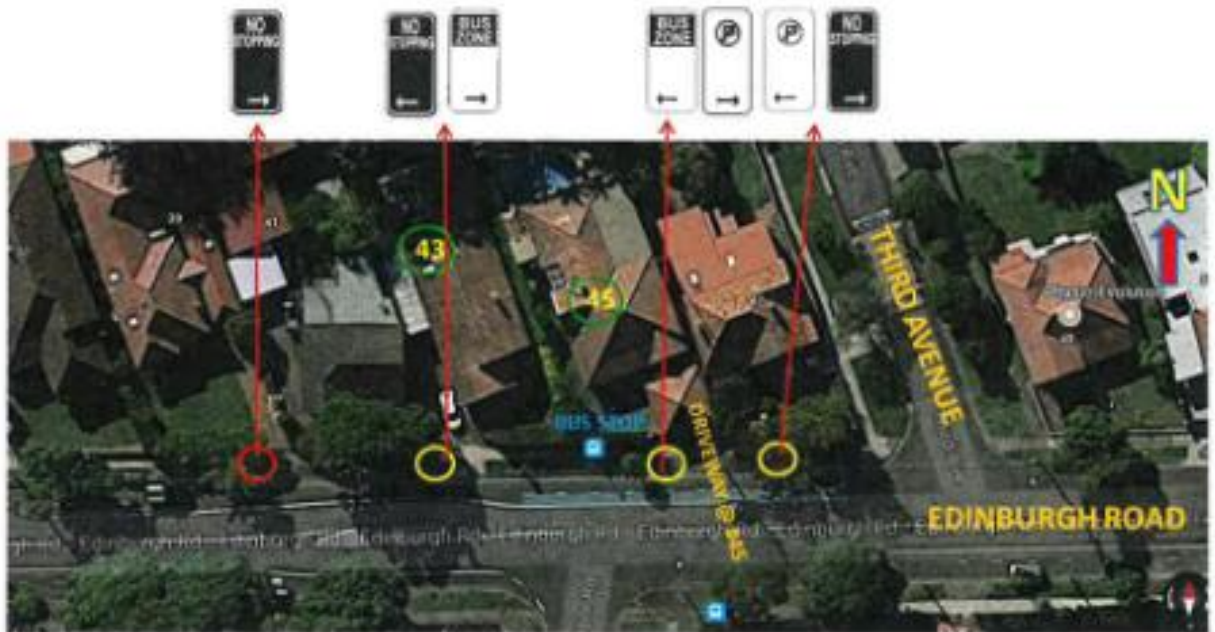
That Council:

Approve the implementation of No Stopping sign and Bus Zone parking restrictions in Edinburgh Road, north side of road, west of Third Avenue:

- 10.0 metres full-time "NO STOPPING" signs on the north side of Edinburgh Road, west of its intersection with Third Avenue
- 6.0 metres full-time "NO PARKING" signs in Edinburgh Road in front of properties number 47
- 25.0 metres full-time "BUS ZONE" signs in Edinburgh Road in front of properties 43 and 45

ATTACHMENT 1

PROPOSED NO STOPPING, NO PARKING AND BUS ZONE PARKING RESTRICTIONS



ATTACHMENT 2

COMMUNITY CONSULTATION REPORT

Support or Not support	Additional Suggestions/Comments
Support	<ul style="list-style-type: none"> • Suggests another No Stopping sign on Edinburgh Road (south side) directly opposite Third Avenue • Advises that the sight distance is impacted by buses parked at that bus stop for long time periods thereby creating visibility issues
Not support	<ul style="list-style-type: none"> • Fears safety while entering and exiting driveway; suggests considering No Parking restrictions in place of No Stopping and moving Bus Zone to corner closer to intersection • Feels not justified • Feels the No Stopping prevents them accessing their driveway after stopping

4.5 EUROKA STREET, NORTHBRIDGE - PARKING RESTRICTIONS

ATTACHMENTS:

1. COMMUNITY CONSULTATION REPORT
2. PROPOSED PARKING RESTRICTIONS

WARD:

SAILORS BAY WARD

RESPONSIBLE OFFICER:

GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER

AUTHOR:

GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER

CITY STRATEGY LINK:

4.2.2 BALANCE TRAFFIC MANAGEMENT

MEETING DATE:

18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve *No Parking 5 am – 11 am every Tuesday* and *No Parking* regulatory restrictions in Euroka Street, Northbridge in the vicinity of Nicol Lane.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Approve *No Parking 5 am – 11 am every Tuesday* and *No Parking* restrictions in Euroka Street, Northbridge in the vicinity of Nicol Lane.

3. BACKGROUND

Council has recently introduced a change to the route taken by its garbage trucks to collect garbage in Euroka Street between Nicol Lane and Dalkeith Street to ensure the garbage collection service is undertaken in a safe manner.

The new route requires garbage trucks to enter the one-way section of Euroka Street as well as turnaround in Euroka Street near Nicol Lane. Council has identified the need to introduce

parking restrictions in Euroka Street in the vicinity of Nicol Lane to support safe movement by garbage trucks.

Council proposes to introduce the following measures:

- 'No Parking 5 am – 2 pm every Tuesday restrictions in Euroka Street, west side of road, in front of number 30.
- Full-time 'No Parking' restrictions in Euroka Street, west side of road, from the driveway of number 32 to approximately 5 metres north of the property boundary of numbers 32 and 34 Euroka Street.
- Full-time 'No Parking' restrictions in Euroka Street, north and east side of road, from the driveway of number 36 to the driveway of number 43.

The proposal will allow safe access to the one-way section of Euroka Street and safe manoeuvring of garbage trucks in the area. The proposed new parking restrictions will result in the loss of one full-time car parking space and 2 spaces during the time of operation of the garbage service in Euroka Street.



Figure 1: Locality Plan

4. DISCUSSION

Council undertook community consultation on the proposed changes between 25 August 2017 and 8 September. Letters were distributed to owners of 13 properties in Euroka Street in the vicinity of Nicol Lane. Council received 9 responses, two responses support the proposal and 7 are against it. A summary of the community feedback is outlined in the Community Consultation Report provided in ATTACHMENT 1.

Following review of the communities comments Council has revised its proposed solution to reduce the number of car spaces impacted and the time duration that the part-time parking restrictions are implemented. The revised on-street parking restrictions proposed to be implemented are:

- *No Parking 5 am – 11 am every Tuesday* restrictions in Euroka Street, west side of road, in front of number 30 to the southern alignment of the new driveway to number 32..
- Full-time *No Parking* restrictions in Euroka Street, north and east side of road, from 3 metres north of the northern kerb in Euroka Street (opposite number 36) to the electric light pole between the driveways of number 43 and 45.

The revised parking restrictions will result in no loss of full-time car parking spaces and earlier access by 3 hours of 2 spaces in Euroka Street.

The proposed new parking restrictions are shown in ATTACHMENT 2.

5. CONCLUSION

Council has recently introduced a change to the route taken by its garbage trucks to collect garbage in Euroka Street between Nicol Lane and Dalkeith Street to ensure the garbage collection service is undertaken in a safe manner. To support safe movement by garbage trucks Council has identified the need to introduce parking restrictions in Euroka Street in the vicinity of Nicol Lane.

Community consultation on proposed changes parking restrictions in Euroka Street revealed opposition to the implementation of the parking restrictions due to loss of amenity with the loss of available on-street parking. Council has revised its proposed on-street parking to only impact on on-street parking between *5 am – 11 am every Tuesday*. This arrangement will permit the safe turnaround operation of garbage trucks as well as ensure easy access into the northern section of Euroka Street.

Willoughby City Council has allocated funding for the implementation of **NO PARKING 5 AM – 11 AM EVERY TUESDAY AND NO PARKING** regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

6. OFFICER'S RECOMMENDATION

That Council:

Approve *No Parking 5 am – 11 am every Tuesday* and *No Parking* restrictions in Euroka Street, Northbridge in the vicinity of Nicol Lane as per ATTACHMENT 2.

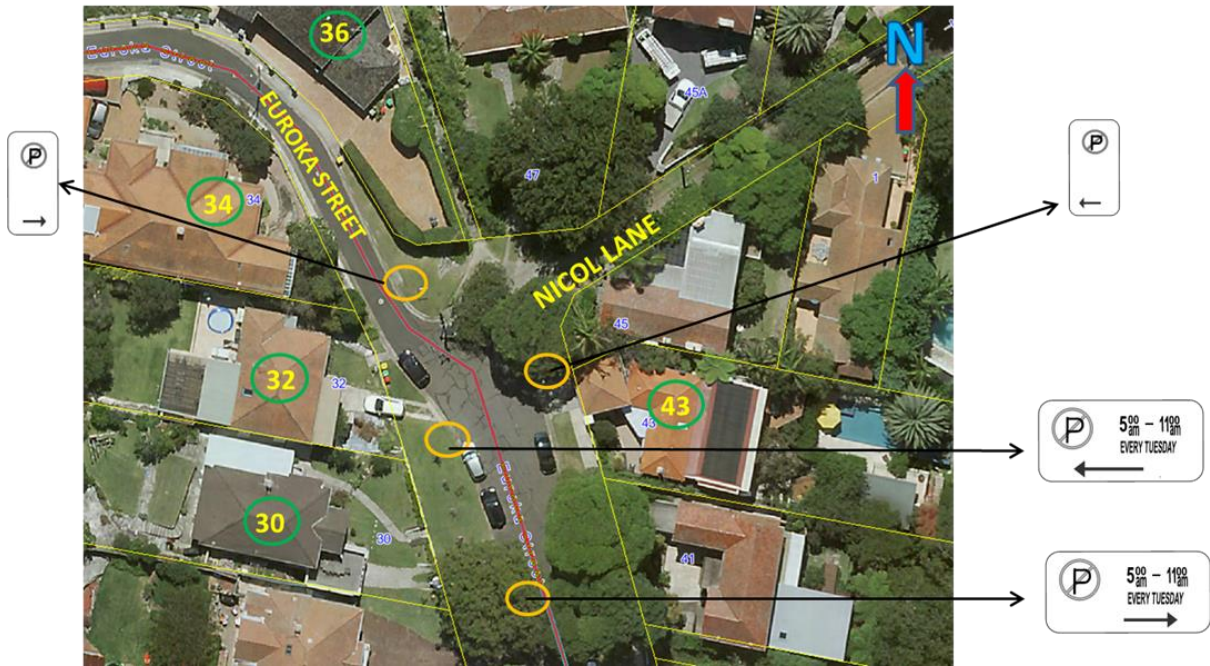
ATTACHMENT 1

COMMUNITY CONSULTATION REPORT

Support or Not support	Additional Suggestions/Comments
Support	Nil
Not support	<ul style="list-style-type: none">• Concerns relating to the loss of on-street due to the competition for on-street parking for residents and non-residents• Claim that their driveway is too narrow to accommodate both cars and they feel it is a safety issue for their young children if they have to park across the street.• The resident is a part-time carer for her handicapped brother and has requested ease of access to her property to drop off her brother.• Requested that, if restrictions have to be imposed, that they only apply on garbage day so that he doesn't lose his visitor parking spot

Residents have advised that a limited number of Kamaruka Road residences have access to the rear from Euroka Street and tend to park in Euroka Street.

ATTACHMENT 2



4.6 EDITH STREET, CASTLECRAG - TEMPORARY ROAD CLOSURE

ATTACHMENTS:	1. TRAFFIC AND PARKING MANAGEMENT PLAN
WARD:	SAILORS BAY WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	RAM KUMAR – TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve the *temporary road closure* in Edith Street, Castlecrag between Edinburgh Road and Charles Street on Saturday 4 November 2017 (6:30am to 6pm).

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- Approve the *temporary road closure* in Edith Street, Castlecrag between Edinburgh Road and Charles Street on Saturday 4 November 2017 (6:30am to 6pm).
- Approve the release of a letter to Glenaeon Rudolf Steiner School advising of Council's decision and encouraging the promotion of the use of the shuttle bus and clearly identify the stops and the route of the shuttle bus to maximise the use of this service.

3. BACKGROUND

Glenaeon Rudolf Steiner School has requested approval to close Edith Street between Edinburgh Road and Charles Street, Castlecrag. The proposed road closure is for the annual Glenaeon Family Fair event to be held on Saturday 4 November 2017.

The event has been held every year for more than 12 years with no problems identified with the traffic and parking management.

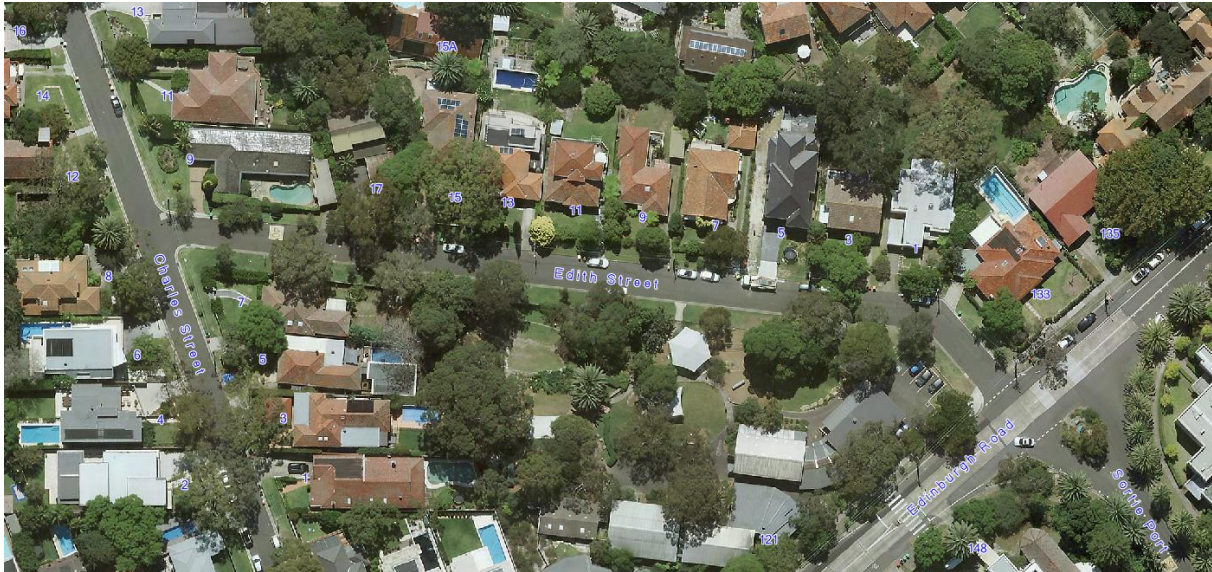


Figure 1: Locality Plan

4. DISCUSSION

On behalf of the school, GTA Consultants have prepared TMP and TCP for event. It is understood that the local residents are familiar with the proposed closure of Edith Street and detour arrangements.

The proposed traffic and parking management plan is provided in ATTACHMENT 1.

All costs associated with the implementation of the traffic management and parking restrictions in Edith Street, Castlecrag between Edinburgh Road and Charles Street on Saturday 4 November 2017 (6:30am to 6pm). will be borne by the Glenaeon Rudolf Steiner School.

Local Traffic Committee discussions

The Chair distributed correspondence received by Council to the Local Traffic Committee. The correspondence raised concerns with the traffic and parking impacts with the operation of the Fair, copy attached in ATTACHMENT 2. The issues raised in the communication were discussed. It was acknowledged that a Fair can result in short term traffic and parking issues in a local area however NSW Police and Council's Rangers were not aware of the issues raised as a result of the operation of the Fair in previous years.

It was agreed that Council would encourage the Glenaeon Rudolf Steiner School to promote the use of the shuttle bus and clearly identify the stops and the route of the shuttle bus to maximise the use of this service. NSW Police and Council Rangers will document any issues raised during the operation of the Fair and forward them to Council's Traffic and Transport Team for review and discussion with the Fair organising committee.

6. OFFICER'S RECOMMENDATION

That Council:

Approve the *temporary road closure* in Edith Street, Castlecrag between Edinburgh Road and Charles Street on Saturday 4 November 2017 (6:30am to 6pm)..

ATTACHMENT 1



MEMORANDUM

TO: Daniel Sui – Willoughby City Council

CC: Sarah Sandberg – Glenaeon Rudolf Steiner School
Ashish Modessa – GTA Consultants

FROM: Dick van den Dool – GTA Consultants

DATE: 5 September 2017

OUR REF: N109140

PAGE 1 OF 3

RE: **Traffic Management Plan for the closure of Edith Street, Castlecrag on Saturday 4 November 2017**

Dear Daniel

This Traffic Management Plan has been prepared in accordance with Roads and Maritime Service's (RMS) 'Delegation to Council's – Regulation of Traffic' dated 31 October 2011 for certain prescribed measures as described in Schedule 4 (Limitations); and RMS's 'Procedures for Use in the Preparation of a Traffic Management Plan' dated December 2001.

A. Description or detailed plan of proposed measures

Glenaeon Rudolf Steiner School has requested approval to close Edith Street, Castlecrag between Edinburgh Road and Charles Street for the Glenaeon Family Fair to be held on Saturday 4 November 2017. Edith Street would only be restricted to general traffic and fairgoers with access maintained for local traffic, emergency vehicles, shuttle buses, people with disabilities and the elderly.

The event is an important annual event for the school and the major fund raiser for the Glenaeon Parents Association. It is noted that the event has been held every year for more than 13 years with fairgoers and local residents familiar with the closure of Edith Street which occurs every year.

The set up for the proposed closure, including the proposed detours for general traffic, is shown in the attached Traffic Guidance Scheme (Traffic Control Plan).

B. Identification and assessment of impact of proposed measures

The impact of the closure of Edith Street to general traffic and fairgoers would be that traffic would be directed to continue along Edinburgh Road or Charles Street and turn at the intersection of Charles Street and Edinburgh Road. Traffic near the site would typically be local traffic and fairgoers.

The restriction of parking along Edith Street for fairgoers would ensure parking is maintained for residents and their visitors.

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

Level 6, 15 Help Street
CHATSWOOD NSW 2067
PO Box 5254
WEST CHATSWOOD NSW 1515
t// +61 2 8448 1800

www.gta.com.au



Fairgoers would be advised in advance on suitable parking areas near the site as well as the provision of school operated shuttle bus services, as required.

Static signs informing of the road closure will be installed along Edith Street one week prior to the event.

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

RMS Accredited Traffic Controllers would manage both ends of the road closure at all times between 7.00am and 6.00pm, directing general traffic and fairgoers as required, as well as providing access to local traffic, emergency vehicles, shuttle buses, people with disabilities and the elderly.

The proposed traffic control measures, designed in accordance with RMS's 'Traffic Control at Work Sites' manual, provide sufficient warning and guidance for the road closure and detour in place.

D. Assessment of public transport services affected

The proposed measures would not impact on existing bus services.

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

RMS Accredited Traffic Controllers would manage the movement of emergency vehicles into the area if necessary. The school has consulted with St John's Ambulance about the provision of First Aid Services and access requirements for ambulances.

Heavy vehicles would be required to use the detour routes shown in the attached Traffic Guidance Scheme.

Pedestrian and cyclist movements through the area would be maintained during the road closure.

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

The proposed measures would not impact on existing or future developments.

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

The proposed measures would not impact on traffic movement in adjoining Council areas.

H. Public consultation process

Residents of surrounding streets would be notified in advance via letterbox drop as happens each year.

Event Contacts

Operations Manager – Julie Skuja – contact detailed to be confirmed

Logistics Co-ordinator – Michael Thomson – 0425 727 665 (Event Day Contact)



I trust this provides the information you require. Naturally, should you have any questions or require any further information, please do not hesitate to contact myself or Ashish Modessa in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

A handwritten signature in black ink, appearing to read "Dick van den Dool".

Dick van den Dool
Director

Encl.

Willoughby Council Road Occupancy Permit Application

RMS and Police Correspondence ex 2016

Edith Street Closure Traffic Guidance Scheme

31 Victor Street, Chatswood NSW 2067
 PO Box 57, Chatswood NSW 2057
 Ph (02) 9777 1000
 Email: email@willoughby.nsw.gov.au
 Web: www.willoughby.nsw.gov.au
 ABN 47 974 826 099



CRANE/HEAVY PLANT/ROAD OCCUPANCY PERMIT APPLICATION

Site Address: Glenaeon Rudolf Steiner School 121 Edinburgh Road Castlecrag NSW 2068

Applicant: Glenaeon Rudolf Steiner School Email: sarahs@glenaeon.nsw.edu.au

Postal Address: 5A Glenroy Avenue Middle Cove NSW 2068

Contact Name: Sarah Sandberg Contact No.: 9417 3193

Is the work part of a: Development Application (DA) No: _____
 Complying Development Certificate (CDC) No.: _____
 (Assessment may take up to five days for CDC)
 Other: Annual School Fair

Reason for Permit: Road closure for traffic management for school fair

Date From: 4/11/17 To: 4/11/17 Total days: One day

Times From: 6.30am To: 6.00pm

Width in metres: Approximately 10m

How many lanes? Parking both sides plus one lane

Concrete Crane/Heavy Plant Road Occupancy (No Plant)

INFORMATION

Traffic Management Plan/Traffic Control Plan
 Approval from NSW Police (for main traffic routes)
 Road Occupancy License from TMC (for site on or near state road and within 100m of traffic light)
 Approval from relevant bus company (if on bus route)

Note:

- 20% surcharge will apply if less than 72 hours notice is given for works.
- If ticket parking spaces affected, 100% of parking rate will be added.

OFFICE USE ONLY: Approved by: _____

Permit No.: _____ Amount: _____

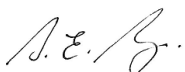
Receipt: _____ Date: _____

GENERAL AGREEMENT & DECLARATION

Applicant(s) to Print Name(s): Sarah Sandberg

1. I/We acknowledge that loss of income from any parking meter spaces assessed at 75 per cent of the daily rate will be added to the fees.
2. I/We agree to employ adequate traffic control during all stages of the work in accordance with Australian Standard AS1742.3-2002.
3. I/We declare that my/our public liability insurance policy indemnifying Council in the event of any member of the public suffering injury to their person or property by reason of the works is current and effective.
4. I/We undertake to comply with all conditions and requirements of WorkCover Authority NSW, Council's permit policies and NSW Dial 1100 Before You Dig service applicable to this application.
5. I/We agree to pay all necessary fees that are required at lodgement of this application. Note: Fees are applicable to all permits as per Council's Fees and Charges schedule, available at www.willoughby.nsw.gov.au or contact Council's Customer Services on (02) 9777 1000.

NOTE: Approval is subject to Council's Engineer's satisfaction of the proposed works outlined in the Submission Requirements Form and may be granted in approximately two weeks

Signed Applicant/Owner:  Date: 4/9/17

Ashish Modessa

From: tmc_piu@tmc.transport.nsw.gov.au
Sent: Thursday, 22 September 2016 2:00 PM
To: Jessica Szeto
Subject: Road Occupancy Licence Application 657306 - Notification Only

Dear Valued Customer

The subject road is not under the jurisdiction of the Roads and Maritime Services.

Your Road Occupancy Licence Application 657306 for Edith Street, Castlecrag does not require the approval of the Transport Management Centre (TMC).

Please seek the required approvals from the relevant Road Authority, which may be the Local Council or another Statutory or Private organisation.

Should you require any clarification on this matter, please contact us on 0283961513 during normal business hours.

Kind Regards,
Road Occupancy Unit, Sydney Region



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Please visit us at <http://www.transport.nsw.gov.au> or <http://www.transportnsw.info>

Ashish Modessa

From: Ryan Edwards <edwa2rya@police.nsw.gov.au>
Sent: Thursday, 15 September 2016 9:54 AM
To: Ashish Modessa
Cc: Adam Ryan
Subject: Re: Edith Street Road Closure [DLM=For-Official-Use-Only]

Ashish,

Following on from our conversation this morning, the I am unable to provide you with any written approval regarding the road closure of the Edith Street.

NSW Police documentation relating to road closures is restricted to building works etc.

I would advise you to liaise with the Willoughby Council regarding the approval process.

Regards

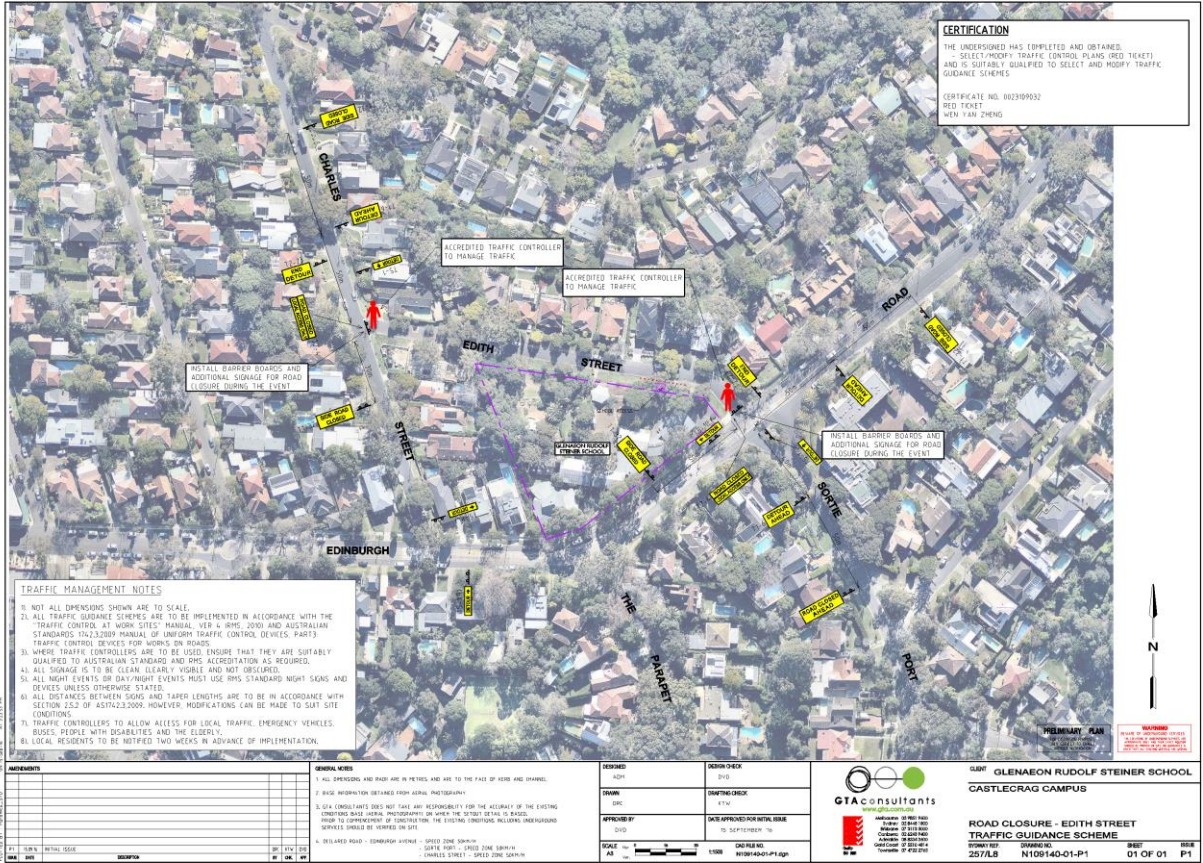
Ryan Edwards

Sergeant

Traffic Supervisor North Shore LAC

PH: 9414 8515

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CERTIFICATION
 THE UNDERSIGNED HAS COMPLETED AND OBTAINED
 - SELECTED TRAFFIC CONTROL PLANS (RED TICKETS)
 AND IS SUITABLY QUALIFIED TO SELECT AND MODIFY TRAFFIC
 GUIDANCE SCHEMES
 CERTIFICATE NO. 002309932
 RED TICKET
 WEN YAN ZHENG

TRAFFIC MANAGEMENT NOTES
 1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. ALL TRAFFIC GUIDANCE SIGNS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE
 "TRAFFIC CONTROL AT WORK SITES" MANUAL, VEB 4 (RMS 2010) AND AUSTRALIAN
 STANDARDS 3542:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3.
 3. TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS
 3.1 WHERE TRAFFIC CONTROLLERS ARE TO BE USED ENSURE THAT THEY ARE SUITABLY
 QUALIFIED TO AUSTRALIAN STANDARD AND RMS ACCREDITATION AS REQUIRED.
 4. ALL SIGNAGE IS TO BE CLEAR, LEGIBLY VISIBLE AND NOT OBLSCURED.
 5. ALL NIGHT EVENTS OR DAY-NIGHT EVENTS MUST USE RMS STANDARD NIGHT SIGNS AND
 DEVICES UNLESS OTHERWISE STATED.
 6. ALL DISTANCES BETWEEN SIGNS AND TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH
 SECTION 2.6.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE
 CONDITIONS.
 7. TRAFFIC CONTROLLERS TO ALLOW ACCESS FOR LOCAL TRAFFIC, EMERGENCY VEHICLES,
 BUSES, PEOPLE WITH DISABILITIES AND THE ELDERLY.
 8. LOCAL RESIDENTS TO BE NOTIFIED TWO WEEKS IN ADVANCE OF IMPLEMENTATION.

NO.	REVISIONS	DATE	BY	REASON
01	ISSUE			

GENERAL NOTES
 1. ALL DIMENSIONS AND FINISH ARE IN METRES AND ARE TO THE FACE OF ROADS AND CHANNELS.
 2. SIGN DIMENSIONS OBTAINED FROM AERIAL PHOTOGRAPHS.
 3. CIVIL CONSULTANTS DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING
 DIMENSIONS OR SIGNAGE PHOTOGRAPHS OR WHEN THE STREET DETAIL IS ISSUED.
 4. DETAIL ROAD - EDINBURGH SCHOOL - SPEED ZONE 50km/h
 - EDINBURGH STREET - SPEED ZONE 50km/h
 - EDINBURGH STREET - SPEED ZONE 50km/h

DESIGNED WYB	DESIGN CHECK WYB
DRAWN DKC	DRAWING CHECK KTYW
APPROVED BY WYB	DATE APPROVED FOR INITIAL DATE 15 SEPTEMBER 16
SCALE A4	DATE DRAWN 15/09/16 PROJECT NO: N109140-01-P1



CLIENT
 GLENAEON RUDOLF STEINER SCHOOL
 CASTLECRAG CAMPUS
**ROAD CLOSURE - EDITH STREET
 TRAFFIC GUIDANCE SCHEME**
 PROJECT NO: N109140-01-P1
 SHEET NO: 01 OF 01
 DATE: 15/09/16

ATTACHMENT 2

From: [REDACTED]
Sent: Tuesday, 17 October 2017 9:45 PM
To: Council's Email
Cc: Farrelly, Gordon
Subject: Road closure and parking problems relating to Glenaeon School fair on 4November

I would like to raise with Council some concerns I have in relation to the upcoming Glenaeon fair. In the first instance, the unrestricted parking of those people attending this event caused traffic chaos around the school. Specifically, parking on both sides of Sortie Port road and in The Battlement and The Bulwark caused significant problems for the residents and through traffic in those streets. These streets are narrow, so that with cars parked on both sides, traffic is severely hampered. Of particular concern is the corner of Sortie Port road and The Bastion. Cars parked on and around this corner force cars trying to enter The Bastion on to the opposite side of the road with no visibility at all - surely an accident just waiting to happen!

I would like to see temporary No Stopping zones put in place for the duration of this event so these problems can be alleviated. However, like most of the No Stopping zones in Castlecrag they will be ignored and used for parking so that some monitoring might be necessary.

As a second issue, I do not understand how the organisers of this event are able to close a public street (Edith Street). I am unaware of any instance of community consultation in this respect; such a closure affects not only the residents of the street but also those who use it as an access road to avoid going through the shopping centre. At the least, I would expect all residents of Castlecrag would be advised of their rights to object to such a street closure.

I ask that I be advised of the results of the Traffic Committee's deliberations in relation to these issues.

4.7 WILLOUGHBY ROAD, NAREMBURN - PARKING RESTRICTIONS

ATTACHMENTS:	1. PROPOSED PARKING RESTRICTIONS
WARD:	NAREMBURN WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	RAM KUMAR – TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve full-time *NO PARKING* in Willoughby Road, Naremburn, east side of road, outside property number 163.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Approve the implementation of 6.0 metres full-time No Parking sign restrictions in east side of Willoughby Road, north of the southernmost driveway of 163 Willoughby Road:

3. BACKGROUND

Council received a representation from residents expressing safety concerns while exiting the driveway of 163 Willoughby Road, Naremburn, into Willoughby Road, refer to Locality Plan.

A review of the 5 year crash history for the period July 2010 to June 2015 along the section of Willoughby Road between Donnelly Road and Chandos Street revealed that there was only one crash in 2012, and this crash was closer to the intersection. The crash rate indicates that this section of Willoughby Road has very low crash rate. However, residents have advised that they have witnessed number of near misses in this locality.

Council's investigation revealed that vehicles parked along Willoughby Road restrict drivers' vision and the ability of motorists egressing the driveway of 163 into Willoughby Road.

The sight distance of drivers egressing the driveway was reduced by parked vehicles in Willoughby Road, east side of road, on the north side of the southernmost driveway belonging to property 163. Removal of parking in Willoughby Road, east side of road was considered an appropriate measure to improve driver sight distance and therefore increasing safety for drivers entering Willoughby Road.

A proposal to implement full-time 'No Parking' restrictions was developed incorporating 6 metres of full-time 'No Parking' restrictions. The 6 metre No Parking restrictions will result in the loss of one car space in the 2P restricted parking in Willoughby Road.

The proposed 'No Parking' restrictions in Willoughby Road, east side of road, north side of the southernmost driveway of 163 Willoughby Road incorporated the following changes:

- 6.0 metres full-time "NO PARKING" sign on the east side of Willoughby Road, north of the southernmost driveway of 163 Willoughby Road

A diagram showing the proposed changes is shown in ATTACHMENT 1



Figure 1: Locality Plan

4. DISCUSSION

Community consultation was undertaken between 4 August 2017 and 31 August 2017 by sending out notification letter to 105 residents in Willoughby Road seeking their feedback. One (1) resident responded with his feedback; expressing support for Council's initiative

5. CONCLUSION

Following residents' submission Council identified a potential change to improve safety for the vehicles egressing driveway of 163 on to Willoughby Road utilising 'No Parking' parking restrictions. Community consultation indicates a general support for the introduction of the parking restrictions.

Willoughby City Council has allocated funding for the implementation of **NO PARKING** regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

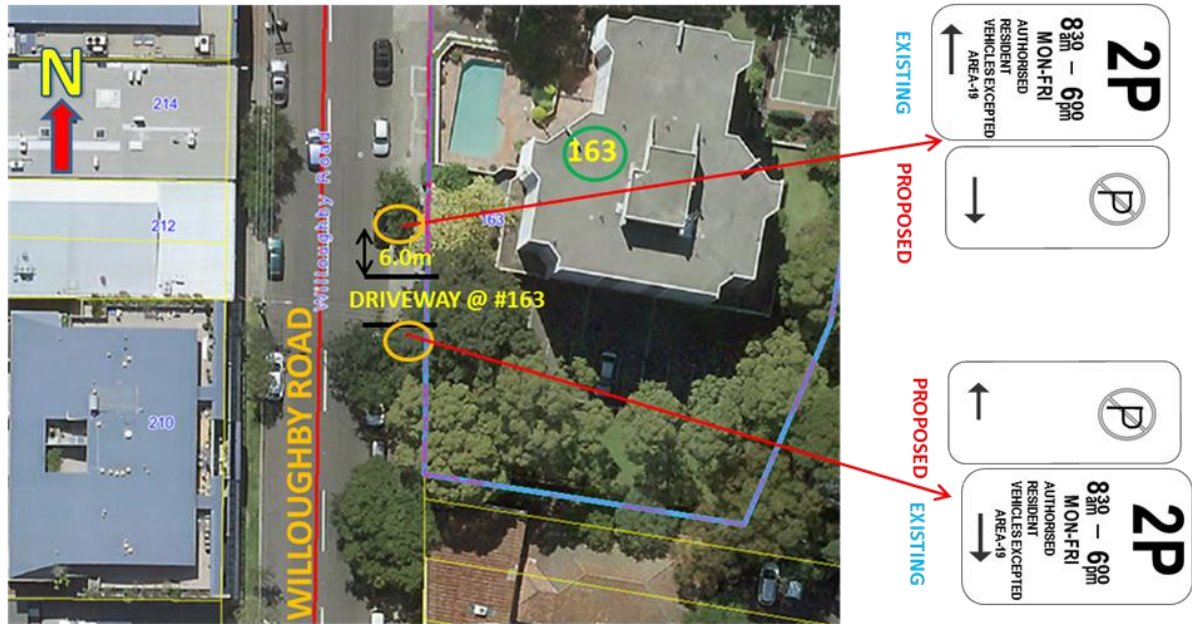
6. OFFICER'S RECOMMENDATION

That Council:

Approve the implementation of 6.0 metres full-time No Parking sign restrictions in east side of Willoughby Road, north of the southernmost driveway of 163 Willoughby Road:

ATTACHMENT 1

PROPOSED NO PARKING RESTRICTIONS



4.8 DELEGATED ITEMS - REGULATORY SIGNPOSTING AND LINE MARKING CHANGES

ATTACHMENTS:	1. DIAGRAMS OF SIGNPOSTING CHANGES
WARD:	ALL WARDS
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	RAM KUMAR – TRAFFIC ENGINEER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

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

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

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

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 have been implemented since the last Local Traffic Committee is outlined in the table below.

No.	Location	Issue	Proposed Works
17/36	115 Sydney Street Willoughby	Request for driveway white lines	Painted white lines outside 115 Sydney Street
17/37	130 Artarmon Road, Artarmon	Request for driveway white lines	Painted white lines outside 130 Artarmon Road
17/38	Garden Place, Willoughby	Request for a No Through sign post by a resident	Installed a No Through Sign at the intersection of Garden Place and Eastern Valley Way

No.	Location	Issue	Proposed Works
17/39	28 Park Avenue, Chatswood	Request for driveway white lines	Painted white lines outside 28 Park Avenue
17/40	DE Villiers Avenue, Chatswood	To improve intersection operation	Install No Stopping sign, east side of De Villiers Avenue, 10.0 metres north of intersection of De Villiers Avenue and Eddy Road
17/41	Bus stop outside Quadrangle shopping village on Edinburgh Road, Castlecrag	STA requested for change in bus zone restrictions time due to change in bus operation timings from 7AM-7PM to 6AM-6PM	Implement new bus zone signs 6AM-6PM

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

Willoughby City Council has allocated funding for the implementation of *No Stopping*, *No Parking* and *Bus Zone* regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

6. OFFICER'S RECOMMENDATION

That Council:

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

ATTACHMENT 1

DIAGRAMS FOR EACH LOCATION SHOWING THE REGULATORY SIGNPOSTING CHANGES IMPLEMENTED IN WILLOUGHBY CITY COUNCIL

Driveway White lines for 115, Sydney street , North Willoughby



Note: Please provide two white lines outside driveway to 115, Sydney street

Driveway White lines for 130, Artarmon Road, Artarmon



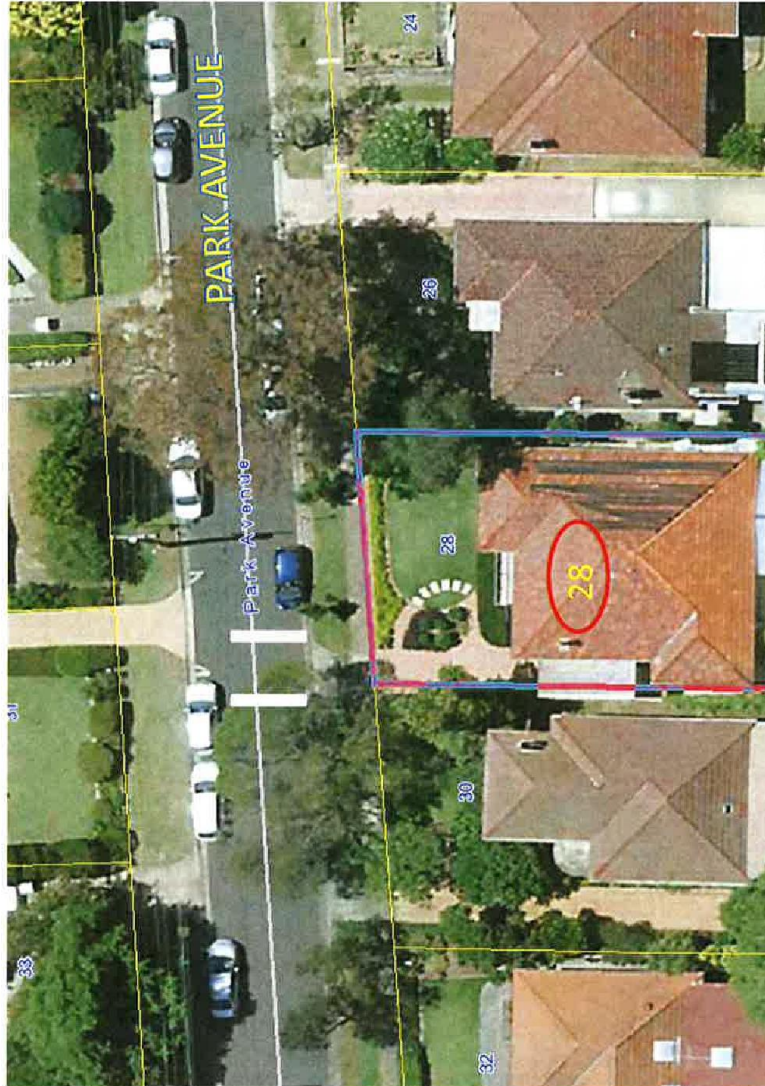
Note: Please provide two white lines outside driveway to 130, Artarmon Road

No Through Signpost @ Entrance Of Garden Place, Willoughby



Note: Please install No Through sign at the entrance of Garden Place, Willoughby. There is a NO STOPPING sign next to which this sign may be installed.

Driveway White lines for 28 Park Avenue, Chatswood



Note: Please provide two white lines outside driveway to 28 Park Avenue, Chatswood

No Stopping Sign On De Villiers Avenue Near Intersection With Eddy Road



Note:
Please install No Stopping signpost on De Villiers Avenue (East side) near intersection with Eddy Road about 10.0 metres from the intersection

Changing Bus Zone signs in Bus Stop outside Quadrangle Shopping Village on Edinburgh Road Near Eastern Valley Way Intersection



Note: Please change Bus Zone signs in Bus Stop outside Quadrangle Shopping Village on Edinburgh Road from 7AM-7PM to 6AM-6PM

5 LATE ITEMS

5.1 20171019 EDINBURGH ROAD CASTLECRAG - BUS INTERCHANGE PARKING RESTRICTIONS.DOCX

ATTACHMENTS: NIL

REFERENCE:

WARD: SAILORS BAY WARD

RESPONSIBLE OFFICER: GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER

AUTHOR: GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER

CITY STRATEGY LINK: BALANCE TRAFFIC MANAGEMENT

MEETING DATE: WEDNESDAY 18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve the actions proposed to improve bus operation at the Edinburgh Road Bus Interchange.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Approve the actions proposed to improve bus operation at the Edinburgh Road Bus Interchange

3. BACKGROUND

Council has received a submission from Sydney Buses concerning issues relating to the operation of the bus interchange in Edinburgh Road, Castlecrag. The bus interchange is located at the intersection of with Edinburgh Road and Linden Way, Castlecrag, refer to locality plan.

Sydney Buses has scheduled services and school routes that use the Bus Interchange. Sydney Buses has advised that due to the number of buses operating during the weekday morning and afternoon peak periods there is insufficient space at the interchange for all the buses to lay up within the existing bus interchange, particularly on school days. Problems occur when buses 'lay-up' (park within the interchange) after finishing their trip and obstruct the movement of buses commencing from the interchange. When this situation occurs buses commencing their trips are unable to proceed through the terminus without having to undertake a three point turn.

Sydney Buses has requested consideration for the implementation of a set down zone on Edinburgh Road Castlecrag prior to the Bus Interchange during the weekday morning and afternoon peak periods. Sydney Buses has suggested that the best option would be a timed bus zone outside of 269-273 Edinburgh Road, Castlecrag.

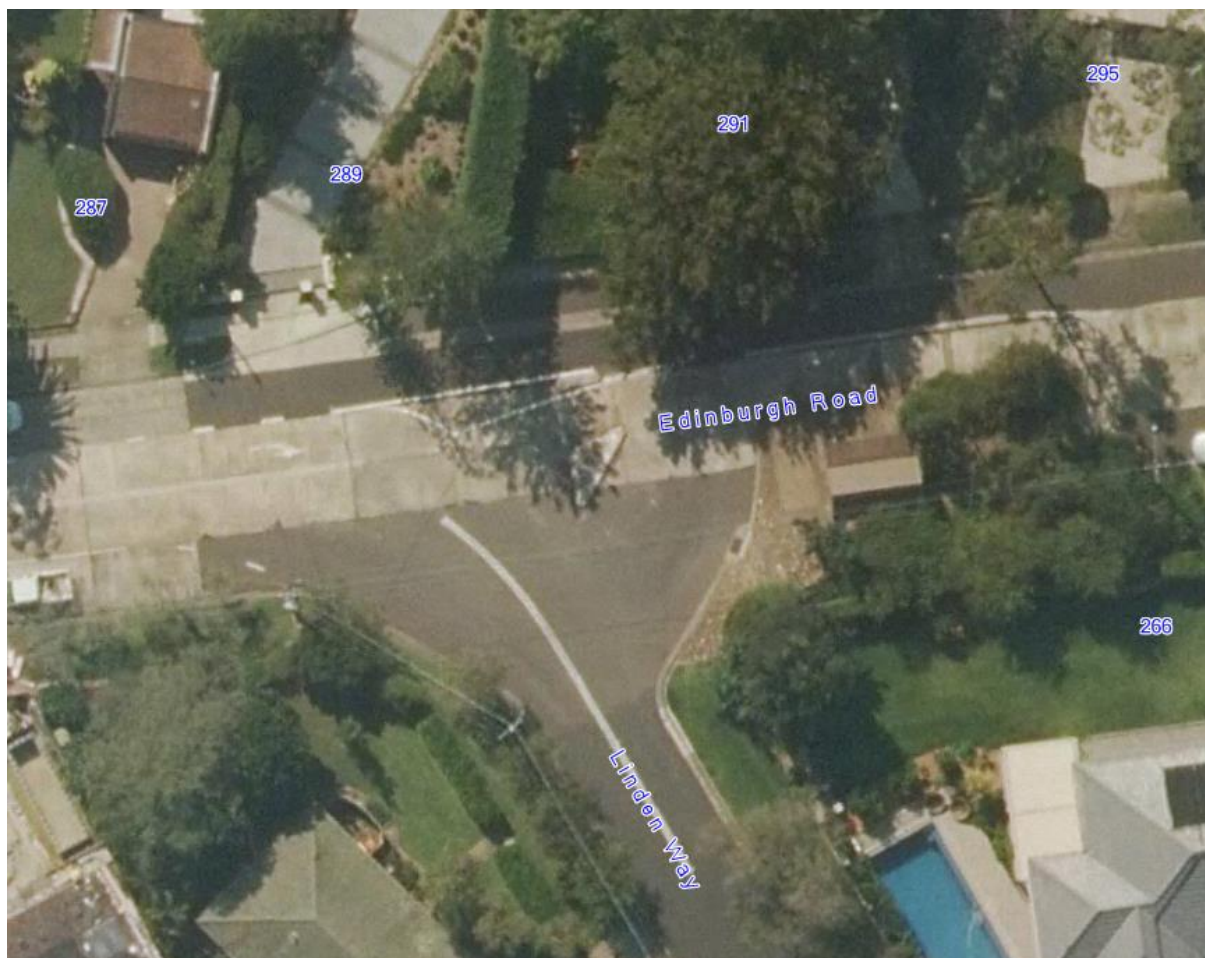


Figure 1: Locality Plan

4. DISCUSSION

Council considers that further information is necessary on the problem prior to determining the preferred option is identified. It is considered that the following actions occur in collaboration with Sydney Buses to resolve this issue:

- Obtain further bus service related information from Sydney Buses.
- Undertake an on-site inspection to observe and understand the scale of the problem
- Explore options and define a preferred option.
- Undertake community consultation on the preferred option.
- Provide a report to the Local Traffic Committee for consideration and Council for a decision

The Traffic Committee members are requested to provide advice on the issues of concern and Council's report.

Changes to regulatory signposting are funded by Willoughby City Council in its Works Services Road and Street Signs (6630) cost centre. There is funding available in 2017/18 for signposting changes to regulatory signposting in Edinburgh Road, if approved by Council.

5. CONCLUSION

Council has received a submission from Sydney Buses concerning issues relating to the operation of the bus interchange in Edinburgh Road, Castlecrag. Actions have been proposed to lead to a resolution of the issue.

6. OFFICER'S RECOMMENDATION

That Council:

Approve the actions proposed to improve bus operation at the Edinburgh Road Bus Interchange

5.2 EMERSTAN DRIVE CASTLECOVE - PROVISION OF A NEW BUS STOP.DOCX

ATTACHMENTS:	NIL
REFERENCE:	
WARD:	MIDDLE HARBOUR WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	WEDNESDAY 18 OCTOBER 2017

1. PURPOSE OF REPORT

To approve the actions proposed to provide increased access to local bus services in Emerstan Drive, Castle Cove.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Approve the actions proposed to provide increased access to local bus services in Emerstan Drive, Castle Cove.

3. BACKGROUND

Council has received a submission from a resident of Emerstan Drive, Castle Cove requesting the provision of a bus stop in Emerstan Drive, refer to locality plan. The resident advised that:

I live in Emerstan Drive, Castle Cove and my children go to Castle Cove Public School. Although the school bus goes through Emerstan Drive loop to make a turn, it does not make a stop because there is no bus stop in this street.

I spoke to the Depot Manager at Forrest Coachlines Pty Ltd (the bus company who run the school buses in Castle Cove) and he said they have no issue stopping in Emerstan Drive to pick up and drop off school children as long as the Council designates a spot for school bus to stop.

I would really appreciate if a school bus stop is provided in Emerstan Drive.

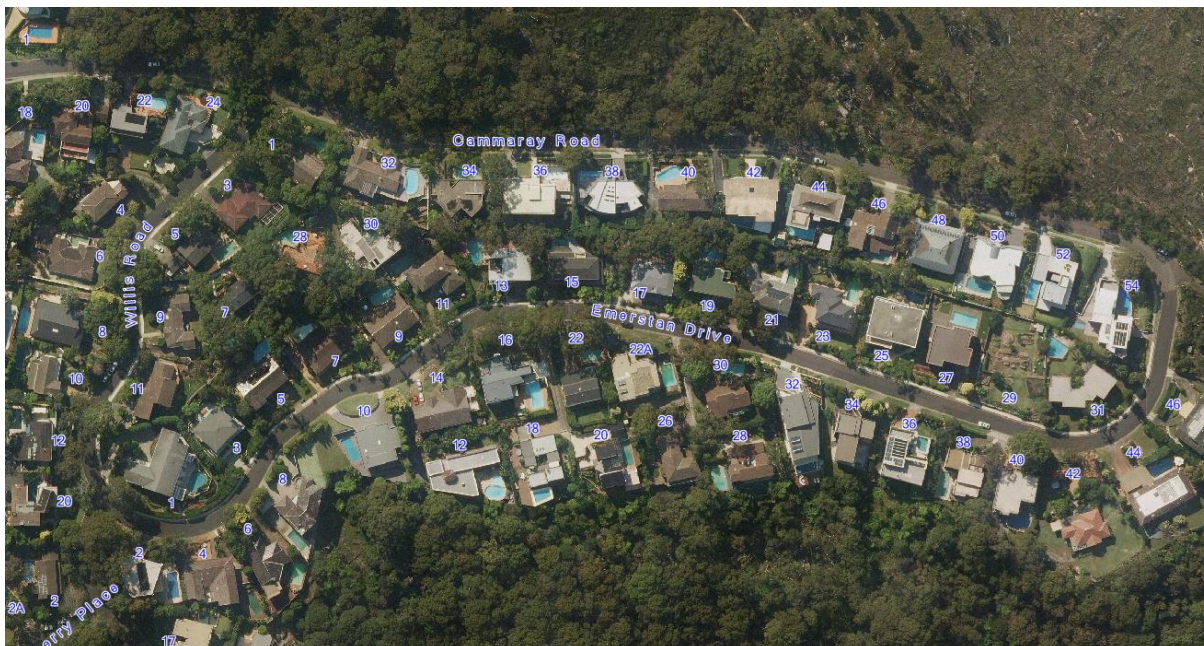


Figure 1: Locality Plan

4. DISCUSSION

Council considers that further information is necessary on the problem prior to determining the preferred option is identified. It is considered that the following actions occur in collaboration with Forest Coachlines to resolve this issue:

- Obtain further bus service related information from Forest Coachlines.
- Undertake an on-site inspection to observe the bus operations
- Explore options and define a preferred option.
- Undertake community consultation on the preferred option.
- Provide a report to the Local Traffic Committee for consideration and Council for a decision

The Traffic Committee members are requested to provide advice on the issues of concern and Council's report.

Changes to regulatory signposting are funded by Willoughby City Council in its Works Services Road and Street Signs (6630) cost centre. There is funding available in 2017/18 for signposting changes to regulatory signposting in Edinburgh Road, if approved by Council.

5. CONCLUSION

Council has received a submission from a resident of Emerstan Drive, Castle Cove requesting the provision of a bus stop in Emerstan Drive. Actions have been proposed to lead to a resolution of the issue.

6. OFFICER'S RECOMMENDATION

That Council:

Approve the actions proposed to provide increased access to local bus services in Emerstan Drive, Castle Cove.

6 INFORMAL ITEMS

6.1 ARTARMON EAST - RESIDENT PARKING SCHEME AND ON STREET PARKING RESTRICTIONS

ATTACHMENTS:	<ol style="list-style-type: none">1. SUMMARY OF PARKING SURVEY METHODOLOGY AND RESULTS2. STREET PARKING OCCUPANCY LEVELS3. STREET PARKING ASSESSMENT AND MANAGEMENT APPROACH4. INFORMATION PROVIDED TO THE COMMUNITY5. COMMUNITY CONSULTATION METHODOLOGY, COMMENTS/ ISSUES AND SUMMARY OF RESULTS
WARD:	NAREMBURN WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	DANIEL SUI SENIOR TRANSPORT ENGINEER
STRATEGY:	<ol style="list-style-type: none">1. WILLOUGHBY CITY STRATEGY (4.2.2 BALANCE TRAFFIC MANAGEMENT)2. STREET PARKING STRATEGY
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To consider the findings of the investigation and community consultation for a resident parking scheme and associated on-street parking restrictions for the Artarmon East precinct and endorse that no further work is undertaken until Council considers that there is a greater level of community support.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- Consider the findings of the investigation and community consultation for a resident parking scheme and associated on-street parking restrictions for the Artarmon East precinct
- Endorse that no further work is undertaken until Council considers that there is a greater level of community support.
- Council continue to monitor community issues relating to parking demands in Artarmon East over the next 12 months to support a proposal to undertake a new parking study.

3. BACKGROUND

Council has adopted a *Willoughby Street Parking Strategy* to better manage the demand and supply of on-street parking spaces in the Willoughby LGA. The *Willoughby Street Parking Strategy* provides a framework to manage parking equitably and evidence based. The guiding principles for the proposed street parking restrictions are:

- Provide equitable street parking spaces for residents and their visitors; and
- Support local businesses in the area and employment centre that generate jobs and contribute to the local economy in the area.

Artarmon East located adjacent to the key transport node and parking pressures have increased in response to increased residential densities in Artarmon and adjacent suburbs such as Chatswood. Over the last few years the parking patterns in the Artarmon East area have changed with the demand for on-street parking increasing. Parking demand is anticipated to continue to grow in light of adjacent neighbouring area land use changes, completion of new residential developments in Chatswood, Willoughby and the new Sydney Metro (Northwest) operation starting in 2019;

Council undertook a street parking study of the Artarmon East area to inform the development of parking management measures for this area. The objectives of the street parking study are:

- Develop a parking management strategy that will help optimise the amount of parking available for all road users including short term parkers (i.e. tradespeople and couriers);
- Review and investigate Councillors' concerns and parking issues raised at the Ward Councillor Workshop;
- Review the existing Resident Parking Scheme (RA16), previous parking studies, strategies and survey data for the area;
- Identify the extent and nature of the existing on-street parking inventory, demand, and utilisation;
- Undertake community consultations to identify existing issues and aspirations in relation to parking in the Artarmon East area; and
- Forecast changes in parking demand throughout the study area including parking demand over spill to adjoining streets.

4. DISCUSSION

On-street parking data was collected and analysed to understand the existing demand in the Artarmon East area. The survey methodology and results of the surveys are provided in ATTACHMENT 1. The street parking occupancy levels are presented in maps for on the hourly basis for each of the survey day in ATTACHMENT 2.

From the street parking surveys and data analysis, it is evident that parking demand can exceed supply around Artarmon Train Station during the peak times. On many occasions residents have to compete with visitors and all day commuters for a suitable parking space within reasonable walking distance from their home.

The results of the street parking surveys were analysed using a street parking assessment and management approach so that resident and visitor access to parking managed effectively. The street parking assessment and management approach used by Council is provided in ATTACHMENT 3.

The assessment indicated that the introduction of a resident parking scheme and associated timed parking restrictions would help manage the limited available parking capacity in the area and an area-wide scheme for Artarmon East that aligned with the street parking assessment and management approach developed.

Community consultation was undertaken between 23 August and 8 September 2017. A letter was sent to all property owners and resident/occupants to participate in completing the Community Survey questionnaire. 1024 letters were distributed to the property owners in Artarmon East. Property owners and Residents had a choice of submitting the surveys online (*Have your say*) or submitting via email or personally dropping out the questionnaire form at the Council office. Information provided to the community is provided in ATTACHMENT 4.

Community consultation led to a high number of responses (324 responses) from the Artarmon East area. Community responses have been reviewed with the survey result revealing that 55% of the local residents supported the introduction of a resident parking scheme and associated on-street parking restrictions and 45% opposed the proposed scheme and parking restrictions. The report on the community consultation methodology, comments and issues provided and summary of results is provided in ATTACHMENT 5.

5. CONCLUSION

Council has conducted a detailed parking study for the Artarmon East area including a survey of the existing parking demand and an audit of the street parking arrangements. Council developed a proposed resident parking scheme and associated on-street parking restrictions for Artarmon East area based on the results of the parking study. The street parking surveys indicated resident parking scheme is warranted for the study area.

Community consultation has revealed that resident views of Council's proposed parking scheme including resident parking and parking restrictions in the Artarmon East area are mixed and not strongly supportive.

In view of the community feedback it is considered appropriate that no further work is undertaken until Council considers that there is a greater level of community support. Council will continue to monitor community issues raised over the next 12 months regarding street parking demands in the Artarmon East area and, if there is merit, propose the need to undertake a new parking study.

6. OFFICER'S RECOMMENDATION

That Council:

- Consider the findings of the investigation and community consultation for a resident parking scheme and associated on-street parking restrictions for the Artarmon East precinct
- Endorse that no further work is undertaken until Council considers that there is a greater level of community support.
- Council continue to monitor community issues relating to parking demands in Artarmon East over the next 12 months to support a proposal to undertake a new parking study.

ATTACHMENT 1

SUMMARY OF PARKING SURVEY METHODOLOGY AND RESULTS

Street Parking Survey Methodology

Parking surveys were undertaken to establish the number of available spaces and the demand for parking within the study area. The surveys, undertaken at hourly intervals, recorded the number of potential parking spaces and their utilisation. The surveys were conducted on the following dates and time periods:

- **Weekday** – Tues (23 May 17) 8am to 6pm & Thurs (25 May 17) 8am to 6pm
- **Weekend** – Sat (20 May 17) 8am to 12pm

The aim of the parking utilisation surveys is to determine the parking demand on both sides of a street along all streets within the study area during all survey periods. Weather conditions were good during the periods of survey.

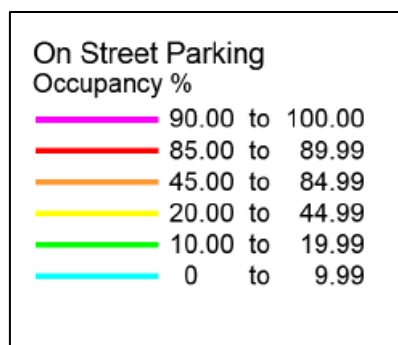
Street Parking Occupancy Rate Data Analysis Methodology

The street parking occupancy are presented in parking occupancy maps, maps have been produced based on the survey data gathered, to gain an accurate understanding of the occupancy in each street. Together with the feedback from stakeholder surveys, busier streets were identified. Each set of maps show the parking occupancy rates of various sections of the street, over the Tuesday (8am to 6pm), Thursday (8am to 6pm) and Saturday (8am to 12pm) time periods.

The average occupancy of each section of a street, over the entire survey period is shown in these maps. This data provides a high level analysis of existing streets that are at or above the theoretical parking capacity of 85%.

However, this does not provide a refined indication of peak period occupancies, being an occupancy analysis over the entire survey period. For example a street might be over 85% occupancy from 12pm to 3pm, but may have an average occupancy of less than 85% over the survey period. The following bands have been identified on a colour scale:

The following criteria were adopted by Council in analysing the data:



Street Parking Occupancy Results

The following streets were found to have an occupancy rate over **85%** for most of survey period during the **weekdays**:

- Cambridge Rd (south);
- Elizabeth St;
- Brand St (south);
- Tindale Rd (west);
- Artarmon Rd (north);
- Harden Rd; and
- Burra Rd (north).

The following streets were found to have an occupancy rate of (**45% to 84.99%**) for most of survey period during the **weekdays**:

- Raleigh St;
- Drake Rd;
- Hawkins St;
- Muttama Rd;
- Weedon St (west);
- Carlos Rd;
- Coree Rd;
- Cameron Ave; and
- Pyrl Rd

The following streets were found to have an occupancy rate of (**20% to 44.99%**) for most of survey period during the **weekdays**:

- Smith Rd (between Artarmon Rd and Onyx Rd);
- Smith Rd (between Stafford Ave and Shepherd Rd);
- Weedon Rd (east);
- Onyx Rd;
- Cooney Rd; and
- Selwyn St.

The following streets were found to have an occupancy rate less **20%** during the period of the survey, during the **weekdays**:

- Stafford Rd (north);
- Stewart St;
- Shepherd St;
- Godfrey Rd (south/east);
- Smith St (between Onyx Rd and Shepherd Rd);
- Onyx Rd (south)

The following streets were found to have an occupancy rate over **85%** for most of survey period during the **weekend**:

- Cambridge Rd (south);
- Elizabeth St (between Artarmon Rd and Burra Rd);
- Brand St (south);
- Tindale Rd (between Artarmon Rd and Elizabeth St)

Data shows that occupancy rates surrounding train station and the Mowbray Family Practice Medical Centre where occupancy consistently above 85% during weekdays and weekend.

These street parking occupancy rates are also presented in maps for on the hourly basis for each of the survey day.

ATTACHMENT 2

Willoughby City Council
 On Street Parking Occupancy Survey
 8am to 9am on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 1 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 9am to 10am on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 2 of 24
 Printed 13th September 2017

Willoughby City Council
On Street Parking Occupancy Survey
10am to 11am on Tuesdays



On Street Parking
Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 3 of 24
Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 11am to 12 noon on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 4 of 24
 Printed 13th September 2017

Willoughby City Council
On Street Parking Occupancy Survey
12 noon to 1pm on Tuesdays



On Street Parking
Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 5 of 24
Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 1pm to 2pm on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 6 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 2pm to 3pm on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 7 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 3pm to 4pm on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 8 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 4pm to 5pm on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 9 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 5pm to 6pm on Tuesdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 10 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 8am to 9am on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 11 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 9am to 10am on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 12 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 10am to 11am on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 13 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 11am to 12 noon on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 14 of 24
 Printed 13th September 2017

Willoughby City Council
On Street Parking Occupancy Survey
12 noon to 1pm on Thursdays



On Street Parking
Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 15 of 24
Printed 13th September 2017

Willoughby City Council
On Street Parking Occupancy Survey
1pm to 2pm on Thursdays



On Street Parking
Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 16 of 24
Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 2pm to 3pm on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 17 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 3pm to 4pm on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 18 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 4pm to 5pm on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 19 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 5pm to 6pm on Thursdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 20 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 8am to 9am on Saturdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 21 of 24
 Printed 13th September 2017

Willoughby City Council
On Street Parking Occupancy Survey
9am to 10am on Saturdays



On Street Parking
Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 22 of 24
Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 10am to 11am on Saturdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 23 of 24
 Printed 13th September 2017

Willoughby City Council
 On Street Parking Occupancy Survey
 11am to 12 noon on Saturdays



On Street Parking
 Occupancy %

90.00 to 100.00
85.00 to 89.99
45.00 to 84.99
20.00 to 44.99
10.00 to 19.99
0 to 9.99

Map 24 of 24
 Printed 13th September 2017

ATTACHMENT 3

STREET PARKING ASSESSMENT AND MANAGEMENT APPROACH

Car parking occupancy levels greater than 85% are often considered to represent the theoretical capacity. A utilisation rate higher than 85% defines the limit of constraint in the on-street parking network. This occupancy level represents a good utilisation of car parking and provides the ability for drivers arriving to an area to find a car parking without excessive circulation. Streets where the parking utilisation was found to be 85% or greater for three or more hours of the day were considered to be of greatest significance when considering new or increased parking restrictions (*Street Parking Strategy*).

The following criteria were used to optimise the available on-street parking supply in streets with occupancy levels more than 85% to better manage the parking spaces available and eligibility of resident parking:

- Council considered resident parking on only one side of the street with the opposite side remaining unrestricted parking or ensuring there are un-restricted parking spaces on each street (***streets with occupancy rates greater than 85%***);
- Generally not providing for resident parking where there is no residential frontage;
- Ensuring that there are sufficient parking spaces for the eligible residents;
- Streets are not treated in isolation as any restrictions may have knock on effects and spill over in other adjoining streets (***streets with occupancy rates between 45% and 85% were also included in the proposed scheme***);
- Streets with occupancy rates less than 20% were not recommended for Resident Parking Scheme (***surveys showed these streets still have capacities including spill over***); and
- Residents in the area are eligible to apply for a maximum number of two permits for any one household, subject to that number being reduced by one permit for each parking space available, or which may reasonably be provided, off-street (***two permits per household is Council's current policy***).

ATTACHMENT 4

INFORMATION PROVIDED TO THE COMMUNITY



PLANNING & INFRASTRUCTURE
Design Services Branch

18 August 2017

NameXXX
AddressXXX
Artarmon, NSW 2064

Dear XXX,

Re: Proposed Introduction of a Resident Parking Scheme and New Parking Restrictions in Artarmon East

Willoughby City Council is seeking feedback from local residents by **5pm Friday 8 September 2017** on a proposal to replace existing un-restricted street parking in a number of Artarmon streets (see attached map) with time limited restricted parking (2P and 4P).

Local residents are exempt from time restricted street parking through Resident Parking Permits.

Council's primary consideration in parking requirements for the area is to understand the impact and interests of local residents. For that reason, the survey is limited to one submission response per household from owners and/or tenants and includes completion of the street address.

Local residents can participate by sending the paper survey attached to this letter or on-line by placing the following URL link in your browser

<http://www.haveyoursaywilloughby.com.au/artarmon-proposed-parking-restrictions>

Background

With the increase of street parking demand in the Willoughby Local Government area, Council has released a *Street Parking Strategy* to better manage the demand and supply of on-street parking spaces.

The strategy provides a framework to manage parking equitably and evidence based. Parking restrictions to be introduced or adjusted will be based on criteria including land use type and proximity to key transport nodes.

Resident and visitor access to parking is proposed to be managed through the introduction of parking time restrictions and resident parking scheme to help manage the limited available parking capacity in the area. The guiding principles for the proposed street parking restrictions are:

- *provide equitable street parking spaces for residents and their visitors; and*
- *support local businesses in the area that generate jobs and contribute to the local economy in the area.*

Streets in Artarmon (see attached map area) have been investigated with an audit of street parking provision and parking occupancy surveys completed. As a result of the findings so far, Council is now considering the introduction of time limited 2P and 4P parking restrictions. No changes to the existing parking restrictions are proposed in the remaining areas in Artarmon at this stage.

The 2P and 4P time limited parking restriction would discourage long term parking (by commuters) and provide opportunities for short stay parkers such as visitors. Residents with valid permits for this area would be able to park in 2P and 4P areas for an unlimited time period.

2P and 4P Street parking restriction changes are proposed in the following local streets: **Raleigh Street** (south), **Drake Street** (south), **Hawkins Street** (south), **Cambridge Road** (north), **Coree Road** (south), **Muttama Road between Mowbray Rd and Elizabeth St** (east), **Tindale Road between Mowbray Rd and Elizabeth St** (east), **Carlos Road between Shepherd Rd and Artarmon Rd** (east), **Artarmon Road between Elizabeth St and Wyalong St** (south), **Harden Road between Artarmon Rd and Burra Rd** (east), **Pyrl Road between Artarmon Rd and Burra Rd** (east), **Cooney Road between Artarmon Rd and Burra Rd** (east), **Elizabeth Street between Mowbray Rd and Burra Rd** (east), **Weedon Road between Artarmon Rd and Shepherd Rd** (east), and **various sections of Burra Road** (south) – see attached map and Council's website for details on the proposed time restrictions for each street (<http://www.haveyoursaywilloughby.com.au/artarmon-proposed-parking-restrictions>).

The community survey feedback results will be reviewed by the Willoughby Local Traffic Committee. The Committee will make a recommendation to Council as to whether the proposed new parking restrictions should be implemented in the precinct. This will be considered by Council before a final decision is made. Should Council approve changes to parking restrictions, residents will be advised before the introduction of the changes.

Further information including access to Council's *Street Parking Strategy*, advice on what is a *Resident Parking Scheme* and the *Guiding Principles* can be found in Council's "**Have your say**" website. Information on how you can provide your comments and suggestions is provided below.

Should you require further information, please contact Daniel Sui Senior Transport Engineer on 9777 7750.

Yours sincerely,



Gordon Farrelly
Traffic and Transport Team Leader

All residents are encouraged to take part and have your say on the proposal.

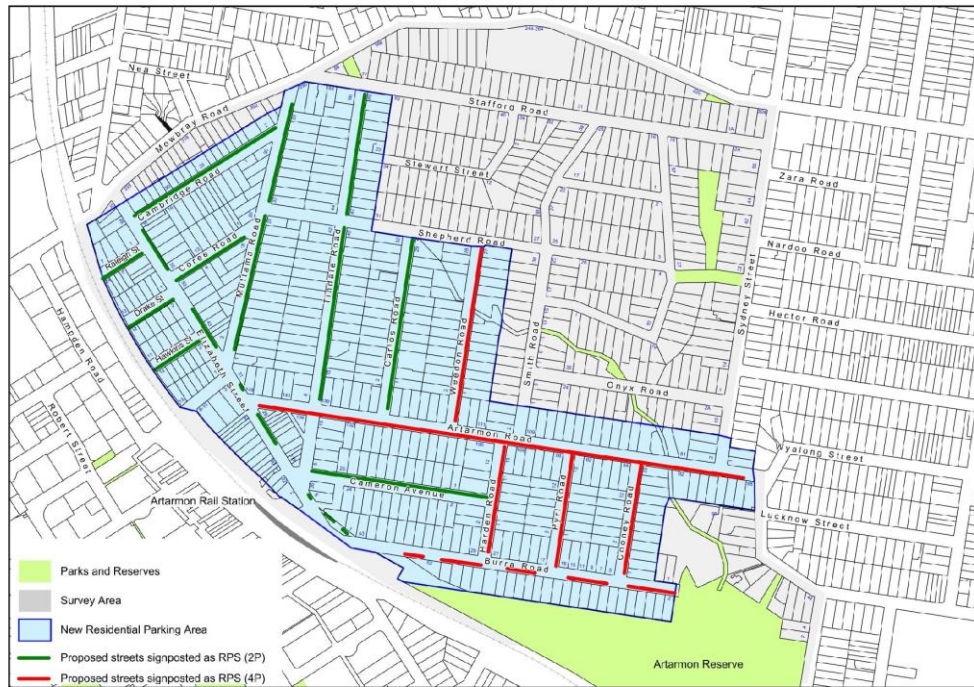
Please take your time to complete the online survey, making sure to include your name and address if you like to be contacted in regards to the issues and comments you raised.

You can complete the online survey by registering at :

<http://www.haveyoursaywilloughby.com.au/artarmon-proposed-parking-restrictions>

However, if you do not have computer access, please complete the survey form attached on page 4 and return to Council at PO Box 57 Chatswood NSW 2057

Proposed Introduction of Resident Parking Scheme (RPS) in Artarmon East



Survey Form - Proposed Introduction of Resident Parking in Artarmon East

We would like to hear your view on this proposal and invite you to read the Street Parking Strategy; Resident Parking Scheme (RPS) information sheet, Question & Answer (Q&A) and complete the online survey on Council website or a short survey below. **The Survey closes Friday 8 September 2017.**

The survey information would help Council's decision making process and recommendations. The survey data would only be used for the proposed resident street parking scheme.

*** This survey is limited to one submission response per household from owners and/or tenants.**

Name <i>(optional)</i> :	
Property Owner <i>(mandatory)</i> :	<input type="radio"/> Yes <input type="radio"/> No
Resident/tenant <i>(mandatory)</i> :	<input type="radio"/> Yes <input type="radio"/> No
Property Address* <i>(mandatory)</i> :	
Resident Address <i>(if different to above)</i> :	
Email <i>(if you like to receive future updates via email)</i>	
Do you support introducing Resident Parking Scheme restrictions into streets surrounding you, as shown on the map overleaf?	<input type="radio"/> Yes <input type="radio"/> No
Do you support parking restriction proposed for your street?	<input type="radio"/> Yes <input type="radio"/> No
How difficult is it to find parking within the area shown on the map?	<input type="radio"/> Very Easy <input type="radio"/> Difficult <input type="radio"/> Easy <input type="radio"/> Very Difficult
Comments:	

Please return this form to Daniel Sui, Senior Transport Engineer at Willoughby City Council by **Friday 8 September 2017**

Post: PO Box 57 Chatswood NSW 2057
Email: artarmoneastrps@willoughby.nsw.gov.au
In Person: 31 Victor St Chatswood NSW 2067
Online Survey: <http://www.haveyoursaywilloughby.com.au/have-your-say-willoughby>

Resident Parking Scheme (RPS) Artarmon East

Willoughby Street Parking Strategy

With the increase of street parking demand in Willoughby Local Government area, Council has developed a [Street Parking Strategy](#) to better manage the demand and supply of on-street parking spaces.

The Willoughby Street Parking Strategy was adopted by Council November 2016 for implementation. The strategy provides a framework to manage parking openly, fairly, evidence based approach to where time restrictions need to be introduced or adjusted based on the particular land use activities of the different suburbs and neighbourhoods, such as street parking close to key transport nodes, local village and amenities.

Proposal to install Resident Parking Scheme (RPS) in your area

Streets in Artarmon (see attached map area) have been investigated with an audit of street parking provision and parking occupancy surveys completed. As a result of the findings so far, Council is now considering the introduction of time limited 2P and 4P parking restrictions. No changes to the existing parking restrictions are proposed in the remaining areas in Artarmon at this stage.

The 2P and 4P time limited parking restriction would discourage long term parking (by commuters) and provide opportunities for short stay parkers such as visitors. Residents with valid permits for this area would be able to park in 2P and 4P areas for an unlimited time period.

2P and 4P Street parking restriction changes are proposed in the following local streets:

No.	Location	Existing	Number of Spaces	Proposed Changes
1	Raleigh Street (south)	Un-restricted	6	Convert to 2P Permit Holders Excepted
2	Drake Street (south)	Un-restricted	8	Convert to 2P Permit Holders Excepted
3	Hawkins Street (south)	Un-restricted	5	Convert to 2P Permit Holders Excepted
4	Cambridge Road (north)	Un-restricted	26	Convert to 2P Permit Holders Excepted
5	Coree Road (south)	Un-restricted	19	Convert to 2P Permit Holders Excepted
6	Muttama Road between Mowbray Rd and Elizabeth St (east)	Un-restricted	48	Convert to 2P Permit Holders Excepted
7	Tindale Road between Mowbray Rd and Elizabeth St (east)	Un-restricted	63	Convert to 2P Permit Holders Excepted
8	Carlos Road between Shepherd Rd and Artarmon Rd (east)	Un-restricted	39	Convert to 2P Permit Holders Excepted

9	Artarmon Road between Elizabeth St and Wyalong St (south)	Un-restricted	69	Convert to 4P Permit Holders Excepted
10	Harden Road between Artarmon Rd and Burra Rd (east)	Un-restricted	18	Convert to 4P Permit Holders Excepted
11	Pyrl Road between Artarmon Rd and Burra Rd (east)	Un-restricted	32	Convert to 4P Permit Holders Excepted
12	Cooney Road between Artarmon Rd and Burra Rd (east)	Un-restricted	25	Convert to 4P Permit Holders Excepted
13	Elizabeth Street between Mowbray Rd and Burra Rd (east)	Un-restricted	37	Convert to 2P Permit Holders Excepted
14	Weedon Road between Artarmon Rd and Shepherd Rd (east)	Un-restricted	40	Convert to 4P Permit Holders Excepted
15	Burra Road from 1 Burra Road to Elizabeth St (south only):			
	Reserve driveway (opposite property #43) to property #52 Burra Rd	Un-restricted	5	Convert to 4P Permit Holders Excepted
	From property #50 to property #42 Burra Rd	Un-restricted	8	Convert to 4P Permit Holders Excepted
	From property #36 to property #32 Burra Rd	Un-restricted	5	Convert to 4P Permit Holders Excepted
	From property #24 Burra Rd to property #16 Burra Rd	Un-restricted	7	Convert to 4P Permit Holders Excepted
	From property #10 to property #2 Burra Rd	Un-restricted	10	Convert to 4P Permit Holders Excepted
16	Cameron Ave (north)	Un-restricted	25	Convert to 2P Permit Holders Excepted

Resident Parking Permit Eligibility

There is a maximum of two residential parking permits issued per property. The number of permits issued per household is reduced by every off-street parking space available at the property.

3. ELIGIBILITY TABLE

No. of off-street spaces at property	No. of vehicles registered to property	Number of Resident parking permits allowed
2 or more	No permits issued	No permits issued
1	1	0
1	2 or more	1
0	1	1
0	2 or more	2

Benefits of Resident Parking Permit

The scheme gives preference to residents who live in an RPS area, where there is often competition for parking spaces with commuters or visitors to the area.

A two hour time or four hour time limit will apply to vehicles without a permit, from 8:30am - 6pm Mon-Fri and 8:30am – 12pm Sat, encouraging the regular turnover of spaces and discouraging long term parking.

[Resident Parking Permits](#) do not guarantee parking availability, but do provide a comparative advantage for residents.

Permit Fees

Resident parking permits cost \$41 each per year for the first and \$82 for the second permit. Parking permits will have an expiry date twelve months from the date of issue.

Proposed Signage (either 2P or 4P Parking Restrictions)



The proposal is to install time limited parking on Raleigh Street (south), Drake Street (south), Hawkins Street (south), Cambridge Road (north), Coree Road (south), Muttama Road (east), Tindale Street (east), Carlos Road (east), Artarmon Road (south), Harden road (east), Pryn Road (east), Cooney Road (east), Elizabeth Street (east), Weedon Road (east), Burra Road (south). This would limit parking in these streets to two hours or four hours from 8:30am to 6pm (Mon–Fri); and 8:30am to 12pm Sat, with authorised Resident Permit Holders Excepted.

Resident Parking Scheme (Q&A)

What is a Resident Parking Scheme (RPS)?

Willoughby City Council operates a Resident Parking Scheme that gives parking priority on the street to residents who cannot park on their own property. The Resident Parking Scheme allows eligible residents to obtain a parking permit to park without time limits in a Resident Parking Zone, in their Area. Resident parking zones are identified by parking time limit signs which display additional wording such as:

“Permit Holders Excepted Area RA8”

Why is there a need for the Scheme?

The need for a Willoughby Resident Parking Scheme is partly due to the numerous regional facilities and institutions contained within our boundaries. Given the pressure placed upon parking as a result of these attractors Willoughby City Council operates a Resident Parking Scheme in order to better cater for the parking needs of our residents.

What are the benefits of RPS?

The scheme gives preference to residents who live in an RPS area, where there is often competition for parking spaces with commuters or visitors to the area.

A two hour time or four hour time limit will apply to vehicles without a permit, from 8:30am - 6pm Mon-Fri and 8:30am – 12pm Sat, encouraging the regular turnover of spaces and discouraging long term parking.

Resident parking permits do not guarantee parking availability, but do provide a comparative advantage for residents.

What authority does Council have to operate the Scheme?

This Scheme, operated under NSW legislation, gives an on-street parking priority to eligible residents who cannot park on their own property. The Scheme allows eligible residents to obtain a parking permit to park without time limits in a Resident Parking Zone, in their Area.

Do I have to be a resident of Willoughby City Council to receive a permit?

Yes. Resident parking permits are only issued to residents for the parking area in which they live. Permits cannot be issued to businesses, non-resident landlords, hotel or hostel guests, or to the occupants of serviced apartments.

Am I eligible for a permit?

If you are a Willoughby resident living in a RPS area, you may be eligible to apply for a Residential Parking Permit for up to two vehicles. The number of permits you may

be entitled to depends on whether you have any off-street parking spaces on your property (refer to the eligibility criteria table below).

How many parking permits can I have?

The eligible number parking permit depends on how many off street parking spaces at a property and the number of vehicles registered to the property.

3. ELIGIBILITY TABLE

No. of off-street spaces at property	No. of vehicles registered to property	Number of Resident parking permits allowed
2 or more	No permits issued	No permits issued
1	1	0
1	2 or more	1
0	1	1
0	2 or more	2

This number will be reduced for every off-street parking space available at your residence. Council will consider all garages, carports and other off-street parking spaces at a residence when deciding a permit application. Also, if the residence can be reasonably modified to provide any off-street parking spaces, these will be considered too.

NOTE: A third parking permit has been approved by Council for implementation within Willoughby Council area, however, the eligible residential areas are yet to be determined, review and recommend by the Local traffic Committee for Council final approval.

How do I apply for a parking permit?

Residents get a parking permit by applying to the Council and paying the set fee. When applying for a resident parking permit you must provide documentary proof of where you live and proof of your legal connection with the subject car. Accordingly, you must:

1. Provide originals of at least two of the following documents showing your home address and that this is in the resident parking area:

- current driver's licence
- tenancy documents in your name
- your name on the electoral roll
- utility account (gas, electricity, water etc)
- bank or credit card statement
- current vehicle registration paper
- home/contents insurance
- rental bond board receipt.

2. Produce the vehicle's registration papers showing that it is registered to you.
Note: Parking permits cannot be issued for a truck, a bus or for an unregistered vehicle. The Council cannot issue a resident parking permit to a non-resident, even if they are a ratepayer of the City of Willoughby or if they run a business in the City.

What if I bring a business vehicle home?

Yes as long as the relevant documentations can be provided to Council for validation.

Which vehicles are eligible?

Cars, utilities, station wagons and small vans registered in the name of the resident/business vehicle. Boats, caravans, trucks, buses, tractors, trailers and heavy vehicles are not eligible for permits. If your vehicle is not registered, the parking permit will be rendered invalid, regardless of expiry date.

Will Council introduce paid parking in Willoughby Council?

There are no immediate plans to introduce paid parking. The WCC Street Parking Strategy will be rolled out over the next three to five years, and the community will be kept informed of each stage of implementation. Part of the implementation will involve the street parking surveys, to obtain more accurate data on parking usage. Council may in the future consider appropriate parking restrictions and fees in some areas if the community supported the changes. The community would be consulted before any decision was made on paid parking.

How much does a resident parking permit cost?

Currently, resident parking permits cost **\$41** each per year for the **first permit** and **\$82** for the **second permit** and **\$164** for the **third permit*** (* currently not eligible but it is subject to Council's review and approval of the eligible residential areas). Parking permits will have an expiry date twelve months from the date of issue.

The cost of permits is determined annually by the Council as part of the review of its fees and charges. Current costs are posted on the Council's web site or can be obtained by calling the Council on 9777 1000 during office hours.

Why is there a fee for a resident parking permit?

The introduction of a new parking scheme will make it easier for you to park but the scheme will cost money to set up, run and enforce, therefore a small charge is made to cover administration of the proposed system. Permit fees partially offset the cost of issuing permits and maintaining resident parking signage. The residents who benefit from prioritised parking contribute towards the cost of running the scheme.

What happens if I buy a new car?

Permits are not transferable and therefore residents must apply for a replacement permit when they change vehicles. Additionally, the resident must destroy the old permit prior to disposal of the vehicle, and must notify Council of the disposal of the vehicle.

What about visitors?

Residents within a RPS area may apply for a visitor's permit on behalf of a visitor. A visitor's permit offers the same exemption as a resident permit. However, the fees are different and there is generally a maximum 30 visitor permits are issued to one resident/per household per year.

Will owning a parking permit guarantee me a space outside my home?

No. The Residents Parking Scheme does not allow residents to reserve parking spaces. However, by reducing the parking pressure from commuters, and others, in the area, it is much more likely that residents will be able to find parking spaces near to their homes.

Why is there a No Stopping sign at the end of the street?

The NSW Road Rule 170 states that a driver must not stop on a road within 10 metres of the nearest point of an intersecting road (at an intersection without traffic signals). In an attempt to make it very clear as to the extent of the statutory restrictions, Council often installs No Stopping signage. With this signage in place it is "crystal clear" to all road users as to where you cannot park.

You can't stop here, even briefly. The same applies if there's a continuous yellow line on the edge of the road.

What are the Yellow Longitudinal Unbroken Lines?

A "No Stopping" line can be used to supplement the use of 'NO STOPPING' signs. A "No Stopping" line shall comprise an unbroken yellow longitudinal line. It shall be placed on the pavement adjacent to the edge of the road. The edge of the road is to be taken as the edge of pavement, the face of the kerb or the lip of the gutter, **whichever exists.**

I have regular visitors to my home who care for me / my children, can I obtain a Permit for these people?

Each individual situation is assessed on its merit with the provision of relevant documentations requested by Council for assessment.

Will the scheme make it easier to park at night?

Often problems at night occur in areas where off-street parking is limited and there is just not enough space for the amount of adjacent resident cars. The residents parking scheme will only prevent commuter and long-stay parking during the hours of operation. It will not assist at night time when the parking pressure is created by residents' vehicles only.

What about Council car park area in Cameron Avenue?

We're not considering changes to time restriction in off-street parking areas at this stage. The current 3P parking restriction provides a good time restriction mixed in Artarmon east area.

Any proposed time limit changes in Council's off-street parking areas would be considered in a separate process.

What happens next?

The survey results and the community consultation feedback will be reviewed by the Willoughby Traffic Committee, which is made up of representatives from Council, Roads and Maritime Services, NSW Police Force, and a representative from the Hon. Gladys Berejiklian MP. The Committee will then make a recommendation to Council as to whether the parking restrictions should be changed or not, which Council will consider (along with the survey results) before making a final decision.

It is anticipated that a decision will be made by December 2017 for implementation if it is approved by Council.

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 PO Box 57, Chatswood NSW 2057
 Ph (02) 9777 1000
 Email: email@willoughby.nsw.gov.au
 Web: www.willoughby.nsw.gov.au
 ABN 47 974 826 099



RESIDENT PARKING PERMIT

Made under the Road Transport Act 2013/Road Transport General Regulation 2013/NSW Road Rules 2014.

1. APPLICANT DETAILS

Name of Applicant: _____

Postal Address: _____
 _____ Postcode: _____

Postal Address (if different from property address): _____
 _____ Postcode: _____

Phone: (H) _____ (W) _____ (M) _____

Email: _____

PLEASE TICK (✓) REASON FOR RESIDENT PARKING PERMIT:

New Change of vehicle registration number Replacement Permit

2. ELIGIBILITY TABLE

No. of off-street spaces at property	No. of vehicles registered to property	No. of Resident parking permits allowed
2 or more	No permits issued	No permits issued
1	1	0
1	2 or more	1
0	1	1
0	2 or more	2

PLEASE TICK (✓) CHECKLIST FOR APPLICATION

Application for a resident parking permit must be accompanied by the following documents:

A copy of your car registration papers showing vehicle registered to property address if the vehicle is privately owned; If you use a company car, a letter from your company (on company letterhead) advising vehicle kept at home address;

Any one of the following current proof of residential status

- Driver's Licence
- Residential Lease
- Electricity/Gas Account
- Telephone Account

These documents **must** be current (Tenancy Agreement within last 12 months and utility bills within the last 6 months).

3. VEHICLE DETAILS (Please provide details of all vehicles registered to the property)

	VEHICLE 1	VEHICLE 2
Registration Number		
Year		
Manufacturer (e.g. Holden, Ford)		
Model (eg. Commodore, Falcon)		

RESIDENTIAL PARKING PERMIT CONDITIONS

A permit entitles the holder to unrestricted parking only where signs state 'Authorised Resident Vehicles Excepted' or 'Permit Holders Accepted', in the area to which your permit number applies.

- To be valid, permits must be affixed to the passenger side of your car's front windscreen so that they can be clearly viewed from the outside.
- Permit holders must park in accordance with the NSW Road Rules 2014.
- Only one permit can be issued per vehicle.
- Once a permit is issued, it cannot be refunded.
- Renewal notices will be sent out one month prior to the expiry date each year (except for temporary parking permits).
- Remember to renew your permit before the expiry date.
- Permits for interstate registrations will not be renewed.
- Permits remain the property of Willoughby City Council at all times.
- There is a maximum of two residential parking permits issued per property. The number of permits issued per household is reduced by every off-street parking space available at the property.
 - Nil off-street parking spaces – eligible for two permits
 - 1 off-street parking space – eligible for one permit
 - 2 or more off-street parking spaces – not eligible for a permit
- Permits may only be issued for cars and motor cycles. Trailers, Caravans and Vehicles over 4.5 tonnes GVM are not eligible for a permit.
- There are a small number of properties in resident parking areas where special development conditions exclude the issue of a resident parking permit. In April 1997 Council resolved not to issue resident parking permits to residents of newer high-rise apartments built in the Willoughby LGA. Council's DCP also contains a note that "Council will not issue Resident Parking Permit to residents of newer multi-unit developments as this does not meet the intention of the control plan to provide parking for all residents off-street and to encourage the use of public transport" (notation adopted 1 May 1998).
- Permits must not be sold, transferred or allocated to another person. Misuse or fraud may be referred to Police. In the event of fraud or misuse, Willoughby Council may also cancel one or all permits issued to your household.

APPLICANT'S ACKNOWLEDGEMENT

- I acknowledge that the required documentation and payment, as per Council's current Fees & Charges, is attached and that I satisfy the conditions for the issuance of a Residential Parking Permit. I acknowledge that my parking permit may be cancelled without prior notice if any of the facts provided are proven to be incorrect.
- I understand I am not entitled to use this parking permit in the event that:
 - I. I cease living in the residence; or
 - II. A parking space within the premises becomes available for use by me
- I will notify Council if either of the events stated above (I) or (II) occur and will return the permit.

Signature of Applicant: _____ Date: _____

OFFICE USE ONLY

Permit Number: _____ Area No: _____

Receipt Number: _____ Amount \$ _____ Date: _____

Address Spreadsheet Check: Off Street Parking Available: _____ Permit: Approved / Declined

ATTACHMENT 5

COMMUNITY CONSULTATION METHODOLOGY, COMMENTS/ ISSUES AND SUMMARY OF RESULTS

A letter was sent to all property owners and resident/occupants to participate in completing the Community Survey questionnaire. 1024 letters were distributed to the property owners in Artarmon East. Property owners and Residents had a choice of submitting the surveys online (**Have your say**) or submitting via email or personally dropping out the questionnaire form at the Council office.

The survey went to all dwellings within the study area and a total of 324 responses were received. Based on the survey feedback Council received, the most common feedback and comments in the study area were:

- Commuters park illegally blocking property driveways, making it difficult for residents to enter or leave their driveway safely
- Residents raised concerns about trailers being parked along the streets which took up parking spaces;
- Concerns about parking permit fee and ineligibility to obtain resident parking permit for residents that have more than 2 vehicles on the premises and only have 2 off street parking;
- Traffic flows are often affected with parked car on both sides of the streets, especially on narrow roads, often create hazardous situation (sight lines issues);
- Commuters ignore driveway white lines and Council rangers are unable to legally enforce these white lines;
- Boats and trailers are parked at dangerous locations;
- Residents concern introducing time restriction parking on certain streets will move commuters parking to adjoining un-restricted streets;
- A Resident Parking Scheme is long overdue;
- Extend the Resident Parking Scheme to Stafford Rd, Stewart St, Shepherd St, Smith Rd, and Onyx Rd;
- Concerns about the new childcare centre at Stafford Rd will generate traffic flows and parking demand, parents park & ride (commuting to work in the city by train) or (walk to Chatswood CBD);
- 2P and 4P will provide friends visits, tradespeople to carry out their works and short term parking needs such as couriers;
- 2P is not long enough for a short term parking;
- Council to build a parking station close to the Artarmon station at the old library premises on Elizabeth St;
- Residents proposed installation of 'No Parking' on one side of narrow streets instead of time restriction parking;
- Many cyclists are using Shepherd Rd all times of day and night. Extra parking and parked cars on Shepherd Rd will make motorists harder to see cyclists and negotiate pass each other;
- The proposal is a revenue raising exercise;
- All residents should have resident parking permit regardless of how many vehicles or off street parking the property has;
- Commuters parked cars for weeks and left with luggage to the train station, presumably heading to the airport;
- Don't penalise commuters for using public transport, by restricting one side of the streets will be fewer spaces available for commuters; and

- About 69% of the residents found it 'Difficult' and 'Very Difficult' to find parking within their residence on the proposed RPA streets, while 31% of the residents are able to park within their residence ('Easy' and 'Very Easy' to find parking);

Summary of Community Responses

The survey result showed 55% of the local residents supported of the introduction of the Resident Parking Scheme and 45% opposed to the proposed scheme. While 55% of the 324 responses received supported the scheme, it is not a strong indicator that the local residents are strongly supportive of the scheme and residents do not believe the scheme will improve the street parking but move commuters parking demands to other adjoining streets that are not proposed for the Resident Parking Restrictions.

Although street parking surveys showed the street parking demand exceed the street parking supply surrounding the Artarmon Train station, the proposed introduction of the resident parking scheme is not strongly supported by the local residents.

6.2 CENTENNIAL AVENUE, CHATSWOOD - SCHOOL SET DOWN AND PICK UP TRAFFIC INVESTIGATIONS

ATTACHMENTS:	1. TRAFFIC REPORT
WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To endorse the findings of the traffic investigations during the school set down and pick up period and approve the actions proposed to improve traffic efficiency in Centennial Avenue, Chatswood between and including Pacific Highway and Edgar Street.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Endorse the findings of the traffic investigations during the school set down and pick up period**
- **Approve the actions proposed to improve traffic efficiency in Centennial Avenue, Chatswood between and including Pacific Highway and Edgar Street.**

3. BACKGROUND

Councillor Saville has received representations from residents regarding the serious traffic congestion outside Chatswood Public School, Centennial Ave, refer to locality plan.

The traffic congestion is exacerbated at school drop off and collection times. Partly the congestion is caused by slow traffic light changes entering the highway. It is also caused by the number of cars parked outside the school.

This bottleneck causes difficulties for everyone involved, school parents, residents trying to exit Centennial Ave, as well as Chatswood workers



Figure 1: Locality Plan

4. DISCUSSION

Council undertook an investigation of the traffic operations in Centennial Avenue between Pacific Highway and Edgar Street on 15 September and 9 October 2017 in the morning and afternoon set down and pick up periods. A summary of the results of the investigations is provided below:

- The investigations reveal that congestion does occur in Centennial Avenue, eastbound direction only, during this time period, albeit it can vary between days.
- To improve traffic movement a number of low cost options have been identified. The options will require further investigation and consultation with stakeholders to assess their feasibility.

It is considered that Council proceed the further investigation and development of the options in an Action Plan with the goal of recommending community acceptable measures to Council.

Objective	Proposed Action
Improve storage capacity and the ability to discharge traffic in Centennial Avenue by removing period parking in Centennial Avenue, north side of road, between Pacific Highway and the wombat crossing.	Replace the existing 5P parking with No Parking restrictions in Centennial Avenue, north side of road, between Pacific Highway and the wombat crossing.
Permit short term set down and pick only in Centennial Avenue, north side of road, between Pacific Highway and the wombat crossing, other than at the bus stop	Discuss with bus operators and the primary school whether the bus zone in Centennial Avenue, north side of road, opposite Whitton Road could be adjusted so that it does not commence operation until 9.30 am. No Parking restrictions would be introduced between 8.30 am – 9.30 am.
Promote and provide short term period parking in Centennial Avenue, south side of road, between Whitton Road and Edgar	Replace the existing No Parking restrictions with 5P restrictions in Centennial Avenue, south side of road, between Whitton Road

Street.	and Edgar Street
Improve discharge of traffic in Centennial Avenue into Pacific Highway by providing more time for the Centennial Avenue approach.	Request Roads and Maritime Services to review the operation of the traffic control signals at the intersection of Pacific Highway and Centennial Avenue to endeavour to provide more time to Centennial Avenue.
Improve compliance with existing parking restrictions	Provide the Primary School with information to be forwarded to the parents
Promote short term period parking in Centennial Avenue, south side of road, between Whitton Road and Edgar Street.	Request Council Rangers to undertake a more enforcement of the parking restrictions

The Council's traffic investigations report is provided in ATTACHMENT 1.

The Traffic Committee members are requested to provide advice on the issues of concern and Council's report.

Changes to regulatory signposting are funded by Willoughby City Council in its Works Services Road and Street Signs (6630) cost centre. There is funding available in 2017/18 for signposting changes to regulatory signposting in Centennial Avenue, if approved by Council.

Local Traffic Committee discussions

The Chair workshopped the problems identified based on site observations and the proposed parking changes in Centennial Avenue. In addition, correspondence received by Council was distributed to the Local Traffic Committee. The correspondence outlined concerns with the traffic and parking operations in Centennial Avenue and Pacific Highway, copy attached in ATTACHMENT 2.

A suite of proposed parking changes were discussed, including those in Council's report, and supported. It was agreed to also investigate the potential for parking changes in Whitton Road as part of an improvement plan.

Roads and Maritime Services provided preliminary advice on the issues raised relating to the operation of the traffic control signals along Pacific Highway. Roads and Maritime advised that priority for traffic movement along Pacific Highway currently occurs and needs to be maintained due to its classification as a State Road (providing a regional transport function) and to optimise the movement of the high traffic flows along and entering the highway and pedestrian movement across the highway. Roads and Maritime Services will provide formal advice on the issues following a formal submission from Council.

6. OFFICER'S RECOMMENDATION

That Council:

Endorse the findings of the traffic investigations during the school set down and pick up period and approve the actions proposed to improve traffic efficiency in Centennial Avenue, Chatswood between and including Pacific Highway and Edgar Street.

ATTACHMENT 1

TRAFFIC INVESTIGATION REPORT FOR CENTENNIAL AVENUE, CHATSWOOD BETWEEN AND INCLUDING PACIFIC HIGHWAY AND EDGAR STREET**INTRODUCTION**

Council's Traffic and Transport Team undertook an investigation of Centennial Avenue, Chatswood between and including Pacific Highway and Edgar Street in response to a request from Councillor Saville following a representation from residents regarding congestion during the school set down and pick up period.

The aim of the investigations was to understand the traffic and pedestrian movements to assess what problems occur, document the problems and identify potential measures that may eliminate or minimise the problems.

COMMENTS

Council undertook an investigation of the traffic operations in Centennial Avenue between Pacific Highway and Edgar Street on 15 September and 9 October 2017 in the morning and afternoon set down and pick up periods.

The investigations considered the following operational characteristic:

- Pedestrian movements and management
- On- street Parking Supply and Operations
- Traffic Operations

Pedestrian Movements and Management

- There is a large movement of pedestrians, primarily high school students, along the northern footpath of Centennial Avenue between Pacific Highway and the wombat crossing (west of Whitton Road), crossing Centennial Avenue using the marked foot crossing and then using the southern footpath to access the Chatswood High School.
- Pedestrian movement on the other footpaths is not as large at the major desire line outlined in the preceding point.
- The wombat crossing (west of Whitton Road) is managed by a school crossing supervisor during the morning and afternoon set down and pick up period.
- There was good compliance with the use of the footpaths and wombat crossing by all pedestrians.

On-street Parking Supply and Operations

- There is a high level of illegal parking in Centennial Avenue, north side of road, between Pacific Highway and Jenkins Street. Observations reveal that parents dropping off and picking up children from the primary school stay for longer durations than is permitted on the existing regulatory signposting as well as using the bus zone and No Stopping zone.
- Parking in Centennial Avenue, the north side of road, between Pacific Highway and Whitton Road creates problems for eastbound traffic movement endeavouring the access Pacific Highway. Parked vehicles only permit one lane to queue and move. Parking activity including double parking can also result in delays to traffic movement.
- There was high utilisation of the No Parking restrictions in Centennial Avenue, northern side of road, between the wombat crossing and Jenkins Street.

- There was high utilisation of the 5P restrictions in Jenkins Street, both sides of road, between Centennial Avenue and the chicane.
- There was low utilisation of the No Parking restrictions in Centennial Avenue, southern side of road, between the wombat crossing and opposite Edgar Street.
- The bus zone in Centennial Avenue, north side of road, opposite Whitton Road appears to be used as a layover as well as a pick up/ set down. This can increase the level of congestion in Centennial Avenue for eastbound traffic flows.

Traffic Operations

- Centennial Avenue typically experiences low traffic volumes other than during the school set down and pick up period.
- The High School and the Primary School have their primary motor vehicle access from Centennial Avenue and during the period 8.30 am – 9.15 am and 2.45 pm – 3.30 pm (around 45 minutes per period) there is a significant increase in traffic activity (movement and parking).
- During the morning traffic in Centennial Avenue is a combination of school traffic, commuters and residents with other travel needs.
- Bus movements occur in Centennial Avenue however these are low and appear to be related to the operation of both schools.
- The school crossing supervisor operation of the wombat crossing (west of Whitton Road) during the morning and afternoon set down and pick up period is not considered a problem to traffic efficiency.
- Traffic congestion in Centennial Avenue between Pacific Highway and Edgar Street can vary between days with queue lengths observed between:
 - Six to seven cars in length (morning peak) and three cars (afternoon peak)
 - Extending to just east of Edgar Street (both peaks)
 - The average length of the queue is estimated to be to Whitton Road
- The operation of the traffic control signals at Pacific Highway and Centennial Avenue during the period 8.30 am – 9.15 am and 2.45 pm – 3.30 pm is a major factor in the level of congestion in Centennial Avenue. The Centennial Avenue phase typically only releases around 10 cars per phase. The low number of cars released means that a residual queue of cars remains waiting to exit Centennial Avenue.
- A major demand for the use of the kerbside lane in Centennial Avenue can lead to drivers undertaking unsafe manoeuvres to reach the back of the queue for the centre lane.
- The queuing in Centennial Avenue waiting to enter Pacific Highway can lead to no use of the 5P parking area between Pacific Highway and Whitton Road:
- There is a high left and right movement from Whitton Road to enter Centennial Avenue. The right turn movement can add delays to vehicles using Centennial Avenue, west of Whitton Road.
- There was never a problem with the westbound traffic movement in Centennial Avenue between Pacific Highway and Edgar Street.

OPTIONS

To improve traffic movement in Centennial Avenue between 8.30 am – 9.30 am and 2.30 pm – 3.30 pm the following low cost options are proposed to be further investigated:

Objective	Proposed Action
Improve storage capacity and the ability to discharge traffic in Centennial Avenue by removing period parking in Centennial Avenue, north side of road, between Pacific Highway and the wombat crossing.	Replace the existing 5P parking with No Parking restrictions in Centennial Avenue, north side of road, between Pacific Highway and the wombat crossing.
Permit short term set down and pick only in Centennial Avenue, north side of road, between Pacific Highway and the wombat crossing, other than at the bus stop	Discuss with bus operators and the primary school whether the bus zone in Centennial Avenue, north side of road, opposite Whitton Road could be adjusted so that it does not commence operation until 9.30 am. No Parking restrictions would be introduced between 8.30 am – 9.30 am.
Promote and provide short term period parking in Centennial Avenue, south side of road, between Whitton Road and Edgar Street.	Replace the existing No Parking restrictions with 5P restrictions in Centennial Avenue, south side of road, between Whitton Road and Edgar Street
Improve discharge of traffic in Centennial Avenue into Pacific Highway by providing more time for the Centennial Avenue approach.	Request Roads and Maritime Services to review the operation of the traffic control signals at the intersection of Pacific Highway and Centennial Avenue to endeavour to provide more time to Centennial Avenue.
Improve compliance with existing parking restrictions	Provide the Primary School with information to be forwarded to the parents
Promote short term period parking in Centennial Avenue, south side of road, between Whitton Road and Edgar Street.	Request Council Rangers to undertake a more enforcement of the parking restrictions

CONCLUSION

An investigation has been undertaken of Centennial Avenue, Chatswood between and including Pacific Highway and Edgar Street during the school set down and pick up period. The investigations reveal that congestion does occur in Centennial Avenue, eastbound direction only, during this time period, albeit it can vary between days.

To improve traffic movement a number of low cost options have been identified. The options will require further investigation and consultation with stakeholders to assess their feasibility.

It is considered that Council proceed the further investigation and development of the options in an Action Plan with the goal of recommending community acceptable measures to Council.

ATTACHMENT 2

From: [REDACTED]
Date: 16 October 2017 9:40:59 am AEDT
To: "Saville, Lynne" <lynne.saville@willoughby.nsw.gov.au>, <cwwpa.org@gmail.com>
Cc: Secretary - Chatswood Public P&C <secretary@chatswoodpublicpandc.org.au>, "Jefferies, Courtney" <Courtney.Jefferies@willoughby.nsw.gov.au>
Subject: Re: Centennial Ave school traffic congestion discussion eg Traffic Committee 18th Oct

ps for example, this video at Victoria Ave / Pacific Hwy taken at 3:15pm on a Wednesday, showing the high school kids still pouring into the pedestrian crossing to cross Pacific Hwy long after the lights for the cars have turned green...
<http://mediaview.com.au/joe/PacificHwyVictoriaAve.mp4>

On Mon, Oct 16, 2017 at 12:13 AM, [REDACTED] wrote:
Greetings Lynne,

I note (in the Traffic Committee minutes from 18th Oct) you are nominated as a councilor who has "received representations from residents regarding the serious traffic congestion outside Chatswood Public School" as the background for investigation into Centennial Ave traffic.

As a parent at the school, as a resident of Jenkins St, and [REDACTED] of Chatswood Public School P&C I've been studying this particular matter in some detail for quite some time, and awaiting the free time to... tackle RMS regarding the traffic light cycle, among other points.

So I'm delighted to see this on the Traffic Committee radar.

I'd like to add some of my accumulated observations, if I may, that don't seem to be represented in the Traffic Committee information?

Note that I am not at this time writing in an official capacity as a representative of the school P&C.

And especially, I ask that as Council are now looking into the matter of the lights at Centennial Ave / Pacific Hwy and will be working with RMS, can we please ensure we get an RMS review of the operation of all of Victoria Ave / Centennial Ave / Albert Ave. Victoria Ave for increased pedestrian time 3:10 to 3:30pm weekdays, Centennial / Albert paired for better coordination for safety and throughput.

Points:

- Council observations of Centennial Ave were recorded on Fri 15th Sep and Mon 9th Oct. The 9th October is first official day of term. Many of Chatswood Public School's more affluent parents with overseas ties choose to return to Sydney "off peak" a few days late. The school population is marginally diminished on the first day of term, and traffic is still lighter than usual. Meanwhile, Thursday 14th Sep was the school's biggest annual social event "Moon Festival", which keeps a substantial portion of the school kids out quite late. Again, arrival traffic at school the day after on Friday 15th may have been ... unusual.

I can't say that traffic those days were definitely abnormal. However, both days have reasons for potentially diminished / affected school traffic.

- Egress from Centennial into southbound Pacific Hwy (ie the bulk of cars coming out of Centennial) is often blocked in morning peak by southbound cars on Pacific Hwy stopped at Albert Ave traffic lights and filling the limited space between Centennial and Albert. The stationary car capacity of this strip of Pacific Hwy is not essential to full utilisation of Pacific Hwy through traffic since the queue of Pacific Hwy cars at Albert very rarely extends back as far as Victoria Ave.

- The 10-second cycle of egress from Centennial into Pacific Hwy is adequate for 10 or 11 cars (5 or 6 per lane) in ideal conditions, and cycle time is once every 150 seconds (2.5 minutes). ie between 8:40am and 8:55am (peak drop off time for the schools) just 60 to 70 cars can exit Centennial Ave even under ideal conditions, which rarely happen at that time of day. The primary and high schools combined have roughly 3000 students. There are no other exits from anywhere in the district (between Mowbray and Fullers) to allow traffic to proceed southbound on Pacific Hwy, so many other local residents are also sharing this route at that time in the routine course of "morning peak traffic".

- The current Centennial Ave exit traffic light cycle might be fully utilised if, in addition to clearing parking from the left lane of Centennial Ave, the Centennial / Pacific Hwy lights stopped southbound Pacific Hwy traffic a few seconds prior to the Albert Ave / Pacific Hwy southbound lights going red, to allow the scant stretch of road between the two intersections to clear.

(However full utilisation would still not be nearly enough to service the traffic demand.)

- Given that council traffic survey of the location indicated there is a high level of illegal use of No Stopping zones by parents trying to pick up kids, and given that (proposed) "No Parking" would allow parents to remain in their vehicles stopped at the kerbside ("kiss and ride" style), placing a "No Parking" zone on the north side of Centennial at the approach to Pacific Hwy is still likely to see stationary cars blocking the left lane approach to Pacific Hwy.

- A non-trivial portion of the cars turning right out of Centennial wish to immediately turn left into Albert. If this were better facilitated a few extra cars may clear from of Centennial in a cycle.

- As a resident of Jenkins St, I can attest that the queue on Centennial Ave waiting for the lights at Pacific Hwy often (though not every day) blocks my right turn south from Jenkins to west on Centennial during drop off and pick up times and also on Saturday mornings shopping traffic often blocks Jenkins St. [Perhaps standard intersection Keep Clear road paint marking could be added in front of Jenkins St?] While these are not "average" they are also not uncommon. The observations presented to the Traffic Committee masks the

existence of these longer queues. I am aware of the pedestrian crossing, and observe that these queues can be continuous along Centennial from Pacific Hwy back past Jenkins (usually breaking at the crossing) and are not just a shorter queue of cars held up at the crossing itself.

- The lights at Fullers, Victoria, Centennial, and Albert are locked in sync. Cars coming out of Albert Ave northbound on Pacific frequently fail to identify that Centennial is a separate intersection. The illusion is made substantially worse by the fact that as the lead cars out of Albert turning right into Pacific Hwy are almost at Centennial Ave just when the cars in Centennial Ave are given the green light... so the road ahead of those first cars out of Albert appears invitingly unobstructed and free of traffic. I've personally witnessed half a dozen near-misses each year (and think how little time I personally sit at that intersection) and several times quite heroic efforts on the part of one driver or another has been all that's averted a major accident. I raise this point, because in considering the traffic light cycle at Centennial Ave / Pacific Hwy the timing sync with Albert Ave especially could be reconsidered.



- Additional to improving the safety and operation of Centennial / Albert co-ordination, if RMS are reviewing lights at this strip of Pacific Hwy could they also review the use of pedestrian lights at Victoria Ave to cross Pacific Hwy. I'm sure you (Lynne) are aware of years of efforts by both schools including stretches of police presence to try to persuade especially high school kids but also parents in (a) getting the habit of using the footbridge and (b) safe use of the pedestrian lights. Even so, every single day when the high school kids (especially) start reaching the Victoria Ave / Pacific Hwy intersection at about 3:15 on their way through to Chatswood CBD, they flood across the pedestrian lights and continue crossing dangerously late, often with kids still entering the pedestrian crossing when the pedestrian light has long since gone steady red and the lights for Pacific Hwy cars have already turned green. I've witnessed angry drivers "bull rush" the kids who are "blocking their way" with loud horns and heavy accelerate / break "scare" attempts. (More than once.)

I understand that "the pedestrians have a responsibility to use the lights legally"... but the fact is that years of schools and police efforts have not persuaded them of this responsibility at this particular intersection. It's only a matter of time before there's a serious incident, and such incidents affect more people than just those pedestrians flouting the law.

I honestly feel the only viable solution is to surrender to pedestrian stupidity in this case and grant longer pedestrian cycles at Victoria Ave between maybe 3:10 and 3:40 pm. (Though on Thursdays the high school kids leave early.)

Points above are in no particular order

Thanks, and regards


 Jenkins St, Chatswood

6.3 PACIFIC HIGHWAY AND VICTORIA AVENUE, CHATSWOOD - TRUCK ACCESS TO CHATSWOOD PRIMARY SCHOOL

WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To endorse the findings of the investigations for truck access into Chatswood Primary School via Pacific Highway in the vicinity of Victoria Avenue.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Endorse the findings of the investigations for truck access into Chatswood Primary School via Pacific Highway in the vicinity of Victoria Avenue.**
- **Approve that a letter be forwarded to Chatswood Public School advising of the issues raised and requesting that all garbage trucks are instructed to enter and leave the Pacific Highway driveway in a forward direction only.**

3. BACKGROUND

Councillor Saville has made representations concerning truck movements in Willoughby City Council with particular reference to the intersection of Pacific Highway and Victoria Avenue and the access to the Chatswood Primary School, refer to locality plan.

It seems as though there are an increasing number of examples of risky driving throughout WCC LGA

Particularly on the Pacific Hwy, I frequently observe motorists going through red lights and/or changing lanes dangerously

Today I was approached by a gentleman who observed a URM Waste truck driver driving in a potentially dangerous manner.

It was reported to me that last Saturday the URM Waste truck was observed travelling in a northerly in the middle lane of the highway. At the intersection of Victoria Ave the truck indicated Right. It slightly nosed right into Victoria Ave., then reversed into Chatswood Public School (CPS). This manoeuvre involved reversing across 3 lanes on the Pacific Highway. If any cars had come along the inside line a crash would have occurred.

Further the entrance to CPS school carries high pedestrian as well as vehicular Traffic.

The issue of extremely dangerous driving remains a key concern I presume the URM Waste truck entered CPS grounds to collect rubbish.

Is it possible that alternative arrangements be made for waste collection at CPS, in the interest of public safety?



Figure 1: Locality Plan – Pacific Highway at Victoria Avenue, Chatswood

4. DISCUSSION

Pacific Highway is a State Road. The operation of vehicles on the State Road network is a responsibility of Roads and Maritime Services (RMS). Council has forwarded information relating to this intersection and it's concerns regarding truck movements at Chatswood Primary School for its consideration and response in due course.

Andrea Austin, Secretary, Chatswood Public School P&C Association has advised Councillor Saville that she would find out what happened at the school but indicated that this was the Saturday after the School's Moon Festival and the School would have had far more rubbish than usual.

Roads and Maritime Services advised that this issue does not seem to be a road condition problem but a driver problem. It is suggested that contact be made with the garbage truck

company to inform them of the appropriate movement of vehicles when picking up waste. Also this should be part of a management plan that the school has in place with regards to this service.

In regards to Council's involvement, it is likely that the only area with any potential to influence the behaviour of the truck driver is via the enforcement of conditions of consent by Council's Rangers Unit.

The Traffic Committee members are requested to provide advice on the issues of concern and Council's report.

Local Traffic Committee discussions

The Chair discussed the problems identified and the options available to eliminate the safety risk created by the operation of the garbage truck.

It was agreed that the most appropriate action would be to write a letter to Chatswood Public School advising of the issues raised and requesting that all garbage trucks are instructed to enter and leave the Pacific Highway driveway in a forward direction only.

6. OFFICER'S RECOMMENDATION

That Council:

Endorse the findings of the investigations for truck access into Chatswood Primary School via Pacific Highway in the vicinity of Victoria Avenue.

6.4 CHATSWOOD AND LANE COVE NORTH - PEDESTRIAN AND MOBILITY IMPAIRED ACCESS INVESTIGATIONS

ATTACHMENTS:	1. PACIFIC HIGHWAY AND VICTORIA AVENUE, CHATSWOOD - KERB RAMP
WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To endorse the findings of the investigations for pedestrian and mobility impaired access in Chatswood and Lane Cove North.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Accept Roads and Maritime Services advice that investigations are in progress to provide a new kerb ramp on the western side of Pacific Highway and will be seeking funding to install a new kerb ramp at this location.**
- **Endorse the findings of the investigations for pedestrian and mobility impaired access in Chatswood and Lane Cove North.**

3. BACKGROUND

Councillor Saville has made representations concerning pedestrian and mobility impaired access in 3 locations, refer to locality plans.

- This footpath, outside Chatswood Primary School at the western end of Victoria Ave on Pacific Highway has very poor mobility access.
- Extremely poor and at times unsafe pedestrian access from Lane Cove North estate along Mowbray Road to the school.
- Generally very poor state of footpaths with numerous trip hazards in Lane Cove North

Lane Cove North Estate is a private property and accordingly the roads and footpaths are not a responsibility of Council.

Care and control of Mowbray Road West, east of Taylor Drive, is as follows:

- The northern side of Mowbray Road West is in Willoughby City Council and, as such, changes to traffic facilities and kerb ramps on the footpath and nature strip on this side of road is under their care and control.
- Lane Cove Council and Willoughby City Council collaborate on the planning, design and implementation of works including pedestrian facilities along Mowbray Road West.
- The southern side of Mowbray Road West is in Lane Cove Council and, as such, changes to traffic facilities and kerb ramps on the footpath and nature strip on this side of road is under their care and control.

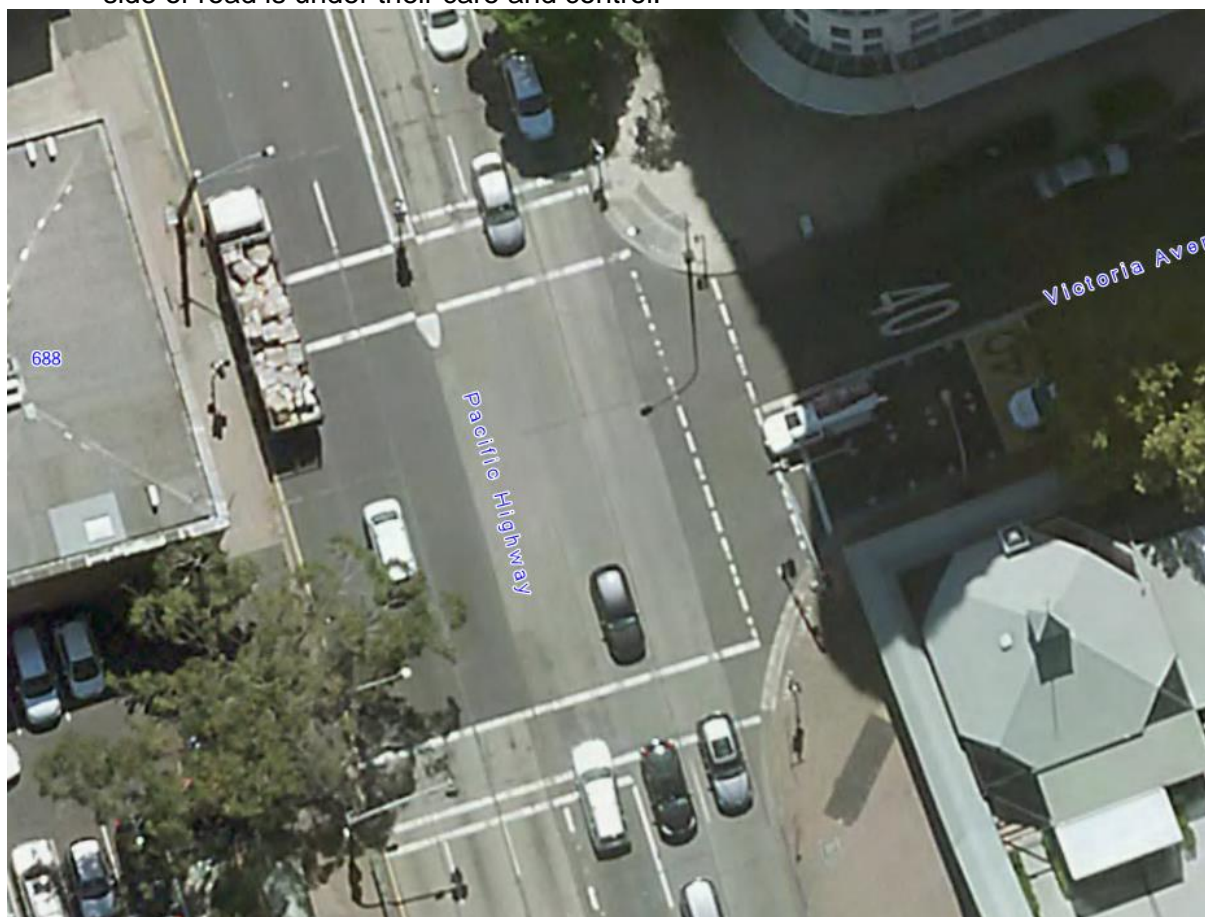


Figure 1: Locality Plan – Pacific Highway at Victoria Avenue, Chatswood

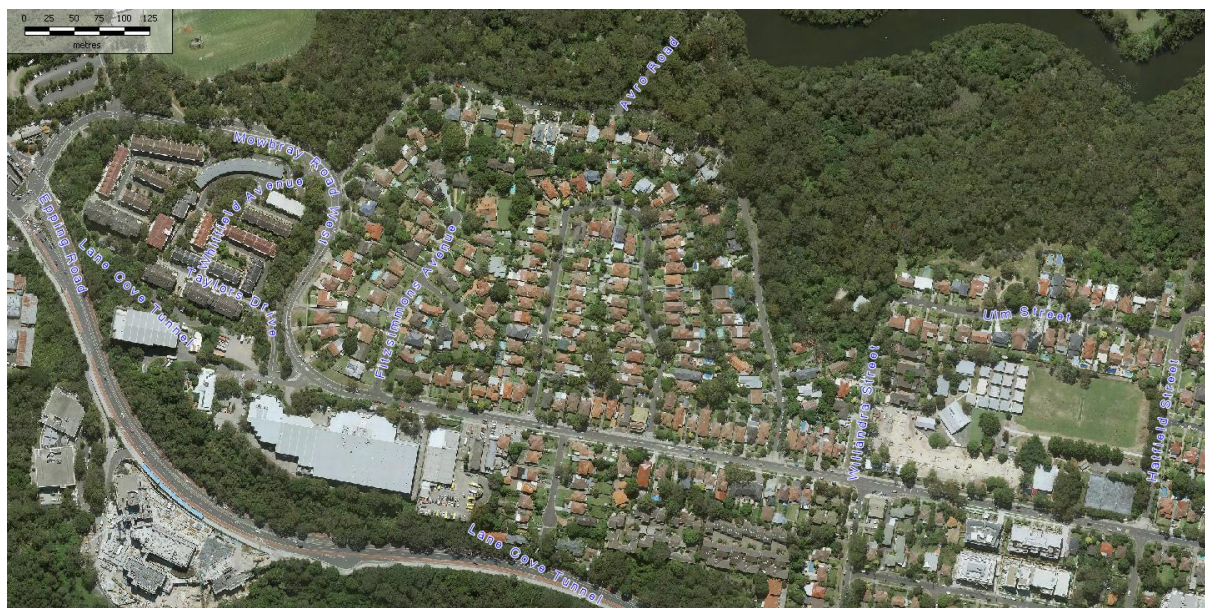


Figure 2: Locality Plan – Mowbray Road West and Lane Cove North

4. DISCUSSION

Pacific Highway and Victoria Avenue, Chatswood

Pacific Highway is a State Road. Kerb ramp provision on State Roads at intersections with traffic control signals is a responsibility of Roads and Maritime Services (RMS). Accordingly, changes to a kerb ramp at the intersection of Pacific Highway and Victoria Avenue, Chatswood is the responsibility of this agency. Council has forwarded information relating to this intersection and it's concerns that the western side of Pacific Highway at the pedestrian crossing does not currently have a kerb ramp for its consideration and response in due course. A copy of the diagram sent to Roads and Maritime Services is provided in ATTACHMENT 1.

Mowbray Road West between Lane Cove North Estate and Mowbray Public school

A site inspection of pedestrian facilities along Mowbray Road West between Lane Cove North Estate and Mowbray Public school has been undertaken. Mowbray Road West is a flat straight road. Pedestrians can use the southern footpath to access the first pedestrian refuge in Mowbray Road West near Hinkler Crescent (western connection), a distance of approximately 280 metres, or continue along Mowbray Road West to use the second pedestrian refuge or the pedestrian traffic control signals.

The following pedestrian management arrangements were noted:

- The footpaths in Lane Cove North Estate are a responsibility of the management committee for this private development. A pedestrian footpath is located along Taylor's Drive that connects with Mowbray Road West.
- No pedestrian access is provided at the vehicle ingress and egress provided for Lane Cove North Estate to/ from Mowbray Road West, east of Epping Road. Council would not favour the provision of a new pedestrian connection at this location due to safety concerns as there is limited pedestrian and motorist sight distance at the road connection (located on a curve in Mowbray Road West)

- There is no specific pedestrian facility to cross Mowbray Road West at Taylors Drive
- Taylors Drive and Mowbray Road West does not have a kerb ramp on the southern side of Mowbray Road West.
- A concrete median island in Mowbray Road West at Taylors Drive would need to be modified to provide for safe access for pedestrian access from the pedestrian footpath along Taylors Drive to the southern side of Mowbray Road West
- Footpaths on both sides of the road and kerb ramps exist along Mowbray Road West between Taylors Drive and the Mowbray Public school,
- Two (2) pedestrian refuges (2) are provided in Mowbray Road West at both junctions with Hinkler Crescent (a distance of approximately 280 metres and 400 metres).
- Pedestrian traffic control signals exist along Mowbray Road West in front of the school east of Willandra Street (a distance of approximately 740 metres).

Council will work with Lane Cove Council to investigate pedestrian access improvement at the intersection of Taylors Drive and Mowbray Road West. The remaining connection between Taylors Drive and Mowbray Public school has an acceptable number of existing facilities to provide convenient and safe access. No further facilities are considered necessary at this stage.

Lane Cove North suburb

Council staff have inspected the footpaths west of Willandra St within Willoughby City Council. Some maintenance works have been identified and shall be scheduled. Larger sections of footpath replacement shall be considered as part of Councils capital works program in which the works would need to compete for Councils funding with other identified projects.

Local Traffic Committee discussions

The Chair advised the Local Traffic Committee that Council has received communications from Roads and Maritime Services (13 October 2017) to advise that investigations are in progress to provide a new kerb ramp on the western side of Pacific Highway and funding will be sought to a install a new kerb ramp at this location.

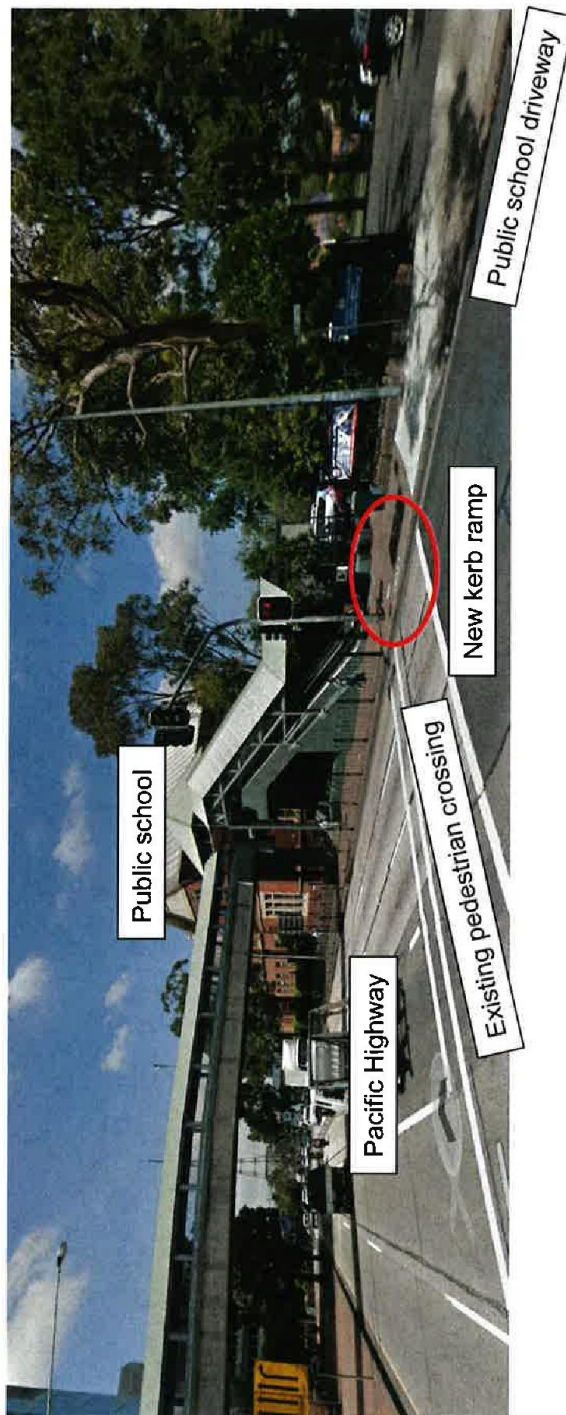
The Traffic Committee members are requested to provide advice on the issues of concern and Council's report.

6. OFFICER'S RECOMMENDATION

That Council:

Endorse the findings of the investigations for pedestrian and mobility impaired access in Chatswood and Lane Cove North.

Pacific Highway and Victoria Avenue, Chatswood
Request for new kerb ramp on the western footpath along Pacific Highway



Locality Diagram

6.5 ARCHER STREET AND VICTORIA AVENUE, CHATSWOOD - PEDESTRIAN SAFETY

ATTACHMENTS:	1. POTENTIAL ROAD SAFETY IMPROVEMENT INITIATIVES FOR THE INTERSECTION OF ARCHER STREET AND VICTORIA AVENUE, CHATSWOOD
WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To consider the new pedestrian and traffic management measures to improve pedestrian safety at the intersection of Archer Street and Victoria Avenue, Chatswood.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Approve the investigation of the new pedestrian and traffic management measures to improve pedestrian safety at the intersection of Archer Street and Victoria Avenue, Chatswood.

3. BACKGROUND

On 13 July 2017 a crash occurred between a vehicle and a pedestrian at the intersection of Archer Street and Victoria Avenue, Chatswood. The crash occurred during daylight hours. The pedestrian was killed as a result of the crash.

An item (Item 5.2) concerning this incident was provided on the Local Traffic Committee agenda for its meeting on 16 August 2017. A report was provided to the Local Traffic Committee with a number of intervention areas and potential initiatives were identified by Council and NSW Police that could be potential safety improvements at the intersection of Archer Street and Victoria Avenue, Chatswood. The report is provided in ATTACHMENT A.

Council requested the traffic committee to review the information and provide comments and suggestions to inform the development of potential road safety improvement initiatives for Council for consideration and implementation subject to funding approval, or to be referred to NSW Police and Roads and Maritime Services for their consideration.

Council adopted the Local Traffic Committee's recommendation for Item 5.2 at its meeting on 25 September 2017. However, at this meeting the report raised some discussion. Council felt more measures were necessary to protect pedestrians over and above the actions

identified in the report and proposed measures such as bollards and fences at that intersection.

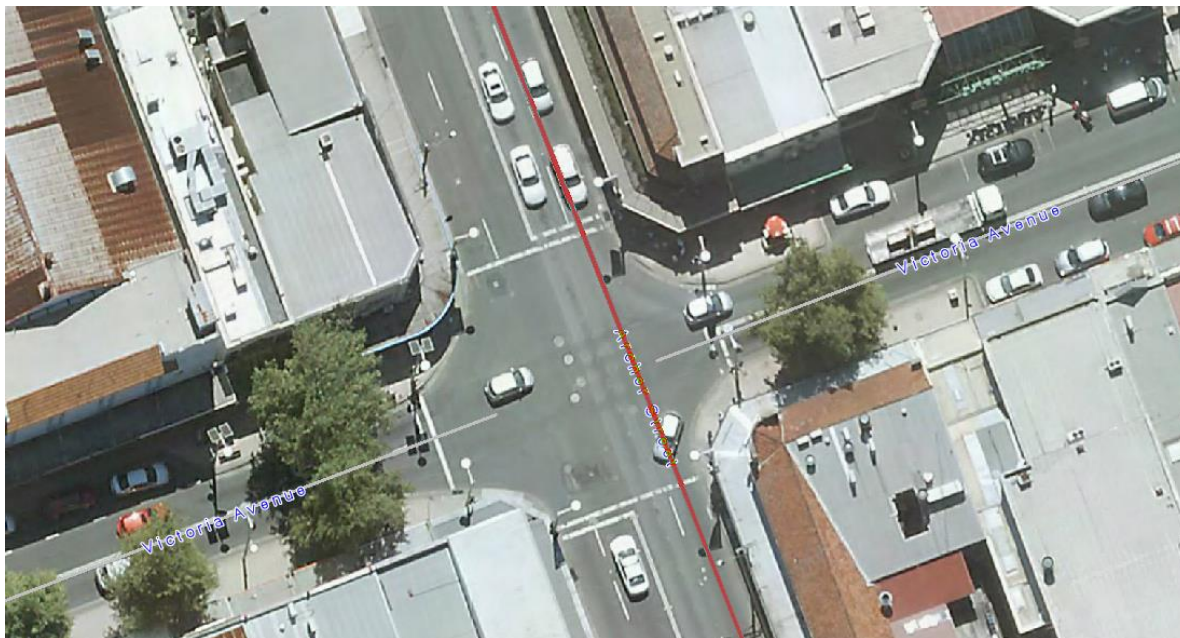


Figure 1: Locality Plan

4. DISCUSSION

The Traffic Committee members are requested to provide advice on measures that may be considered for this intersection to improve pedestrian safety in addition to those identified in Council's report.

Local Traffic Committee discussions

The Chair discussed Council's desire to review and potentially extend the proposed measures to improve pedestrian safety at this intersection.

The Local Traffic Committee workshopped the location and identified additional measures and updated the report to include those measures that it considered had the potential to improve safety at the intersection.

6. OFFICER'S RECOMMENDATION

That Council:

Consider the new pedestrian and traffic management measures to improve pedestrian safety at the intersection of Archer Street and Victoria Avenue, Chatswood.

ATTACHMENT 1

POTENTIAL ROAD SAFETY IMPROVEMENT INITIATIVES FOR THE INTERSECTION OF ARCHER STREET AND VICTORIA AVENUE, CHATSWOOD (report provided to the Local Traffic Committee on 16 August 2017 and considered by Council on 25 September 2017)

Area	Objective	Initiative
Data Collection and Analysis	<p>Collect data to obtain an understanding of the use of the intersection, particularly:</p> <ul style="list-style-type: none"> • Volume of traffic and pedestrians using the intersection • Type of road users • Hourly pedestrian flows leaving kerb by traffic signal phases by Walk and Clearance Time • Hourly traffic flows by green phase <p>Analyse the data to understand and identify the problems by road user type and by time of day and day of week</p>	<p>Survey of traffic and pedestrian use of the intersection.</p> <ul style="list-style-type: none"> • Three days (Thursday, Friday and Saturday) • 24 hours per day. • All road approaches <p>Analyse the data to identify:</p> <ul style="list-style-type: none"> • The proportion of illegal use and the type of road user (traffic and pedestrian) undertaking the illegal use • Issues with the use of the intersection i.e. pedestrians using mobile telephones, slow walking resulting in crossing being completed after completion of the clearance time and traffic queuing into the intersection. <p>Analysis would be forwarded to NSW Police for their information and use.</p>
Behavioural methods including awareness and education	<ul style="list-style-type: none"> • Promote a culture of road safety in the community. • Promote a message that vulnerable road users need to be vigilant when crossing a road even though they may be doing so correctly. • Promote an improved understanding of the operation of the traffic control signal system and how to use it correctly. • Target information to road users identified as not complying with the correct operation of the crossing • Investigate engaging with major shopping centre operators to extend reach of 	<ul style="list-style-type: none"> • Collection and distribution of relevant information on-site. • Create information in multiple languages to maximise awareness of road safety messages • Council's Road Safety Officer is investigating the potential to translate workshops for the CALD community to reach more of the demographic in Willoughby LGA also. • Utilise a person that is bilingual to assist in delivering the information to maximise awareness of road safety messages • Contribute information to NSW Police to use in their

	<p>road safety message.</p> <p><i>(It was considered that this approach would be undertaken prior to implementation of enforcement initiatives)</i></p>	<p>community and business forums to maximise awareness of road safety messages</p> <ul style="list-style-type: none"> • Provide an explanation of how the countdown timers work within the traffic control signals so that pedestrians are better informed and use this intersection in a safe manner. • Collection and distribution of relevant information at Council and NSW Police forums
Enforcement	<ul style="list-style-type: none"> • Encourage correct use of the intersection • Target days and times when illegal use is at its highest. 	<ul style="list-style-type: none"> • Undertake targeted enforcement of traffic and pedestrians using the intersection • Council's Road Safety Officer to liaise with the local Police and make arrangements to have Police present at the intersections (Archer/Victoria & Victoria/Anderson) for enforcement & road safety awareness. • Utilise a person that is bilingual to assist in delivering the information to maximise awareness of road safety messages
Infrastructure	<p>Ensure the provision and operation of traffic technology, infrastructure and facilities for pedestrians and traffic promote safe use through:</p> <ul style="list-style-type: none"> • Being maintained at the appropriate level • Reinforce the existing speed limits and traffic controls • Increase awareness of the need to ensure safe use of the intersection 	<ul style="list-style-type: none"> • Re-state the stop line marking on the easterly side to enhance the intersection safety. • Re-instate the "LOOK" stencils on all pedestrian ramps as they have currently faded. • Advise RMS the scrambled crossing sign on the north east side is currently blocked by a "No Right Turn" sign and possibly missing signage and signage arrangements. • Trim Tree branches in Victoria Ave, east of Archer to improve traffic control signal visibility • Write to Roads and Maritime

		<p>Services to request investigation phasing sequence, introduction of shorter cycle times and introducing the scrambled crossing phase more times within the same cycle.</p> <ul style="list-style-type: none"> • Review the footpath pavement markings to encourage awareness and safe use of the intersection by pedestrians. • Investigate provision of bollards on the footpath to protect pedestrians from out-of-control vehicles that mount the footpath. • Investigate the use of traffic technology such as flashing lights embedded into the footpath or road pavement to encourage safe pedestrian behaviour. • Investigate and, if warranted, seek approval for provision of supplementary '40 High Pedestrian Area' signposting and pavement markings in Archer Street to remind road users that the link is designated as a high pedestrian area with 40 speed zone. • Refer suggestion to modify the traffic signals in Council's to Roads and Maritime Services for their consideration: • Traffic control signals display for northbound in Archer – lower to improve driver visibility • Refer suggestion to introduce a red light/ speed camera to Roads and Maritime Services for their consideration. • Investigate need for additional traffic facilities and infrastructure speed reduction measures in Archer Street including raised thresholds in the approach and at the
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		<p>intersection to further encourage traffic to travel at or below 40 km/h and promote correct and safe use of the Victoria Avenue and Archer Street intersection.</p> <ul style="list-style-type: none"> • Write to Roads and Maritime Services to undertake a study of pedestrian movements at the intersection and, depending upon the results of the study, review the retention of the countdown timers as part of the pedestrian only phase within the intersection operation
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7 GENERAL BUSINESS

7.1 WILLOUGHBY ROAD AND FRENCHS ROAD, WILLOUGHBY - TRAFFIC SIGNAL IMPROVEMENTS

ATTACHMENTS:	1. LETTER FROM ROADS AND MARITIME SERVICES
WARD:	SAILORS BAY WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	18 OCTOBER 2017

1. PURPOSE OF REPORT

To endorse the improvements to the existing traffic control signals at the intersection of Willoughby Road and Frenchs Road, Willoughby to be undertaken by Roads and Maritime Services.

2. TRAFFIC COMMITTEE RECOMMENDATION

That Council:

Endorse the improvements to be undertaken to the existing traffic control signals at the intersection of Willoughby Road and Frenchs Road, Willoughby to be undertaken by Roads and Maritime Services.

3. BACKGROUND

Willoughby City Council received correspondence from Roads and Maritime Services on 18 September 2017 advising that works will be undertaken to the existing traffic control signals at the intersection of Willoughby Road and Frenchs Road, Willoughby, refer to locality plan.



Figure 1: Locality Plan

4. DISCUSSION

Roads and Maritime Services advise that the works will improve safety for road users and pedestrians at this intersection. The works aim to prevent or minimise the occurrence of crashes involving pedestrians by improving the visibility of the traffic lights and stopping vehicles turning while pedestrians are using the crossings.

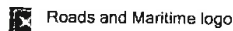
The works will include changes to the traffic control signal infrastructure, kerb ramp adjustment, modification to the existing pedestrian fencing and other related changes to support the operation of the traffic control signals. The Roads and Maritime Services correspondence advising of the changes to the traffic control signals is provided in ATTACHMENT 1.

All costs associated with the implementation of the changes to the traffic control signals at the intersection of Willoughby Road and Frenchs Road, Willoughby will be borne by the Roads and Maritime Services.

6. OFFICER'S RECOMMENDATION

That Council:

Endorse the improvements to be undertaken to the existing traffic control signals at the intersection of Willoughby Road and Frenchs Road, Willoughby to be undertaken by Roads and Maritime Services.

**ATTACHMENT 1****Night work on Willoughby Road, Willoughby, from Monday 25 September**

The NSW Government is funding this project to improve safety for road users and pedestrians at the intersection of Frenchs Road.

Roads and Maritime Services will be replacing traffic lights, installing new pedestrian buttons and replacing cabling at the intersection of Willoughby Road and Frenchs Road.

Our work aims to prevent or minimise the occurrence of crashes involving pedestrians by improving the visibility of the traffic lights and stopping vehicles turning while pedestrians are using the crossings.

Our work schedule

We will be on site to carry out the improvements for **eight shifts** between **Monday 25 September** and **Friday 3 November**, excluding public holidays, weather permitting. Our work hours will be between **8pm** and **5am** from **Sunday to Friday**.

The work will include:

- installing new pedestrian buttons on the north and south sides of Frenchs Road
- installing left and right turn red arrows on existing traffic lights
- modifying a kerb ramp
- relocating a traffic light post
- removing a two metre section of pedestrian fencing
- installing ducting and pits for power and telecommunications cabling
- installing in-road sensors and painting road markings.

We have included a map to show the location of the work.

How will the work affect you?

Our work may be noisy at times but we will do everything we can to minimise its impact, including completing the noisier tasks by **11pm** and working no more than two nights per week.

Temporary detours for pedestrians will be in place on Willoughby Road and Frenchs Road while the work is carried out. These detours will be in place to ensure a safe work zone around the equipment.

There will be advanced warning signs advising pedestrians of the detour.

Traffic changes

There will be temporary traffic changes during our work hours to ensure the work zone is safe.

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

Contact

If you have any questions, please contact our delivery partner, LT Joint Venture, on 1800 735 563 or info@ltjv.com.au.

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

