



Willoughby City Council

MINUTES

TRAFFIC COMMITTEE MEETING NO 4/2017

16 August 2017

Notice of Traffic Committee Meeting
to be held in the Banksia Room
Willoughby City Council Administration Building
Level 6, 31 Victor Street, Chatswood commencing 9:30am



WILLOUGHBY CITY COUNCIL TRAFFIC COMMITTEE

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

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

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

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

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

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1 PRESENT

The meeting commenced at 9.30am

Voting members present:

| | |
|-------------------|---------------------------------|
| Ms Kaye Russell | Roads and Maritime Services |
| Sgt. Ryan Edwards | NSW Police |
| Mr Ken Rutherford | Local State MP's representative |
| Gordon Farrelly | Willoughby City Council |

Other representatives:

| | |
|------------------------|--|
| Talita Brooks | NSW State Transit Buses |
| Egwin Herbert | NSW State Transit Buses |
| David Sung | Willoughby City Council |
| Daniel Sui | Willoughby City Council |
| Courtney Jefferies | Willoughby City Council |
| Noah van Raaphort-King | Willoughby City Council |
| Ram Kumar | Willoughby City Council |
| Richard Goulston | Willoughby City Council |
| Kate O'Rourke | Willoughby City Council |
| Max Menzies | Willoughby Federation of Progress Associations |

Councillors present:

| | |
|------------------|--------------------------------------|
| Clr Wendy Norton | Councillor - Willoughby City Council |
|------------------|--------------------------------------|

Members of the public:

| | |
|-------------------|---|
| Mr Paul Nolan | Resident and representing NSW Wide Public Transport Advocacy (Secretary) |
| Dr Branwen Morgan | Resident |
| Phillip McDermott | Resident |

2 APOLOGIES

All Voting Members were present and there were no apologies.

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 21 June 2017, copies of which have been circulated to each member of the Traffic Committee, be confirmed.

That Council receive and adopt the recommendations arising from the 21 June 2017 Traffic Committee at its meeting on 7 August 2017 with the exception of item 4.5: Sortie Port and Bastion, Castlecrag – Regulatory Signposting.

Resubmit Item 4.5 of the Minutes of 21 June 2017 Traffic Committee for further consideration and wider consultation.

TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

4 FORMAL ITEMS FOR CONSIDERATION

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

WARD: SAILORS BAY WARD

AUTHOR: COURTNEY JEFFERIES - ROAD SAFETY PROJECT OFFICER

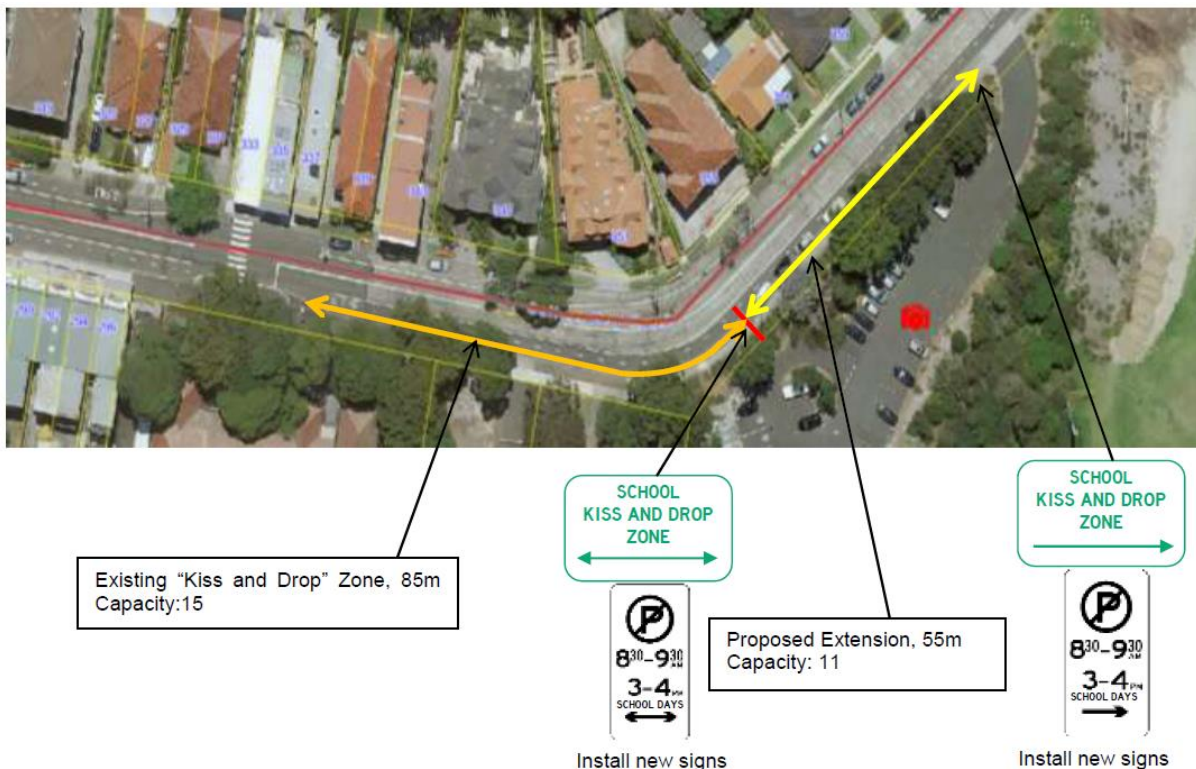
CITY STRATEGY LINK: 4.2.2 BALANCE TRAFFIC MANAGEMENT

MEETING DATE: 16 AUGUST 2017

BACKGROUND

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

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



DISCUSSION:

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

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

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

COMMUNITY CONSULTATION:

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

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

OFFICER'S RECOMMENDATION

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

DISCUSSION:

Mr Menzies advised that he had spoken to Dr Ratner and she has requested that an additional timed parking space be provided in Sailors Bay Road in the vicinity of the Doctors Surgery.

Council advised that a representation from Dr Ratner has been received and will be investigated. Should a change to the existing parking arrangements along Sailors Bay Road be considered appropriate, community consultation would be undertaken. Subject to the outcome of the community consultation the matter would be referred to the Local Traffic Committee for consideration and Council for approval.

TRAFFIC COMMITTEE RECOMMENDATION

That:

- **Approval is given to install *No Parking 8.30am-9.30am and 3pm and 4pm School Days* regulatory parking restrictions in Sailors Bay Road, south side road, from opposite 355 Sailor's Bay Road to the driveway of the Northbridge Football Club (opposite 361 Sailor's Bay Road).**
- **Northbridge Public School is advised of Council's decision.**

Willoughby City Council has allocated funding for the implementation of **No Parking 8.30am-9.30am and 3pm and 4pm School Days** regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

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

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

BACKGROUND

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

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

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

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

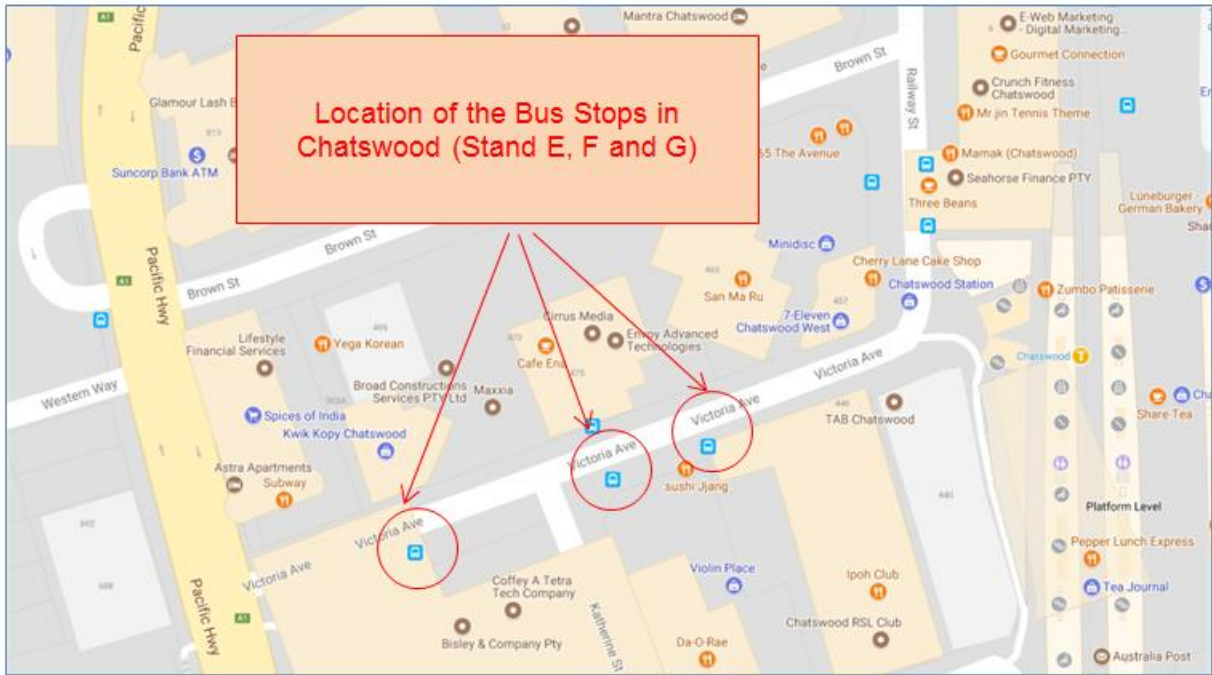


Figure 1: Locality map of the Chatswood Bus Stops (Stand E, F and G)



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

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

OFFICER'S RECOMMENDATION

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

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

DISCUSSION:

The committee was advised that the locations were chosen due to their high patronage. The committee was advised that Willoughby City Council has allocated \$16,000 funding for the implementation of the tactile ground surface indicators and that Council would not be responsible for the on-going maintenance on the new devices.

TRAFFIC COMMITTEE RECOMMENDATION

That Council approve the installation of tactile ground surface indicators (TGSIs) as per Council specifications at

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

Willoughby City Council has allocated \$16,000 in 2017/18 funding for the implementation of **tactile ground surface indicators** in its Engineering Services Transport Unit cost centre (project number 262307119).

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

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

BACKGROUND

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

The Castlecrag Fair is run every 2 years by the Castlecrag Progress Association, for young and old alike, and is a great opportunity for the community as well as local businesses to engage in a family friendly day of fun, entertainment and enjoyment. There will be approximately 30 stalls selling and showcasing arts and crafts, local community groups, clothing, food and childrens' activities. The forecast attendance over the duration of the fair will be 2,000 to 4,000 people.



Figure 1: Locality Plan

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

DISCUSSION:

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

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

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

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

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

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

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

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

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

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

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

The information provided by the event organiser is not considered sufficient to be considered a traffic and pedestrian management plan. Council has been collaborating with the event organiser in

the development of a suitable traffic management plan which will be finalised once the nature of the fair (Major or Minor) is decided. Council is utilising the *Guide to Traffic and Transport Management for Special Events* Version 3.4 August 2, 2006 as the primary technical guidance for traffic and transport planning and management for the fair. The assessment of the event using the criteria in the guideline indicates that it is a Class 3 event.

COMMUNITY CONSULTATION:

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

OFFICER'S RECOMMENDATION

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

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

DISCUSSION:

The committee was informed that Council have been contacted by the Event Organiser via email on 14 and 15 August and provided the following information:

- The event is requesting the use of Council's car park on the corner of Edinburgh Road and The Postern.
- The owners of the Griffin Centre have provided their approval to use their car park on fair day. Council has been provided a copy of an email verifying this approval. The Griffin Centre car park is the car park accessed from The Postern located next to and to the south of Council's car park.
- The traffic management including road closures requested for the fair by the Organising Committee is to close:
 - The Postern between Edinburgh Road and The Parapet (southern intersection with The Postern - essentially opposite 3 The Postern)); and
 - The Parapet between The Postern (essentially opposite 3 The Postern) and The Parapet (eastern intersection with The Parapet).
 - The Parapet stays open but motorists can't turn right into The Postern, only left to The Rampart & lower Postern; and
- The Parapet will remain open at all times during the fair linking to The Postern so that traffic can travel uninhibited between Edinburgh Road and The Rampart. Please note that The Rampart can also be accessed from Edinburgh Road via Sortie Port

The Event Organiser is aware that a Traffic and Pedestrian Management Plan will need to be developed and approved by Council and NSW Police for the event.

Roads and Maritime Services requested that the stalls are located with a safe setback on the footpath along Edinburgh Road.

Council will assist the Event Organiser in the creation of a Traffic and Pedestrian Management Plan as the Castlecrag Fair is a not for profit community event.

TRAFFIC COMMITTEE RECOMMENDATION

THAT Council:

- **Note that the Castlecrag Fair will be held on Sunday 15 October 2017 and will include the placement and operation of stalls and other such activities on the footpath, roadway and car park pavements.**
- **Approve the use of southern footpath of Edinburgh Road between Eastern Valley Way and The Postern between 5 am to 5 pm. The footpath and motor vehicle access to the Quadrangle Shopping Village Car Park will remain open at all times;**
- **Approve the full closure of The Postern between Edinburgh Road and The Parapet to motorised traffic other than vehicles authorised by the Castlecrag Fair Event Organiser between 5 am to 5 pm;**
- **Approve the full closure of Willoughby City Council Car Park on the corner of Edinburgh Road and The Postern to motorised traffic other than vehicles authorised by the Castlecrag Fair Event Organiser between 5 am to 5 pm;**
- **Note that the owners of the Griffin Centre Car Park have approved the closure of its private car park for use by the Castlecrag Fair Event Organiser. That motorised vehicle access to the Griffin Centre Car Park will be prohibited with the closure of The Postern between Edinburgh Road and The Parapet;**
- **Approve the use of the southern footpath of Edinburgh Road, full closure of The Postern, full closure of Willoughby City Council Car Park and full closure of Griffin Centre Car Park subject to approval by Council and NSW Police of a Traffic and Pedestrian Management Plan for the safe operation of the Castlecrag Fair**
- **Inform Castlecrag Fair Event Organiser of Council's decision.**

Willoughby City Council has allocated no funding in 2017/18 for the traffic management planning for the **Castlecrag Fair**.

4.4 DELEGATED ITEMS - AUGUST 2017

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

BACKGROUND

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

| No. | Location | Issue | Proposed Works |
|-------|-------------------------------|--|---|
| 17/25 | 109 Sydney Street, Willoughby | Request for driveway white lines | Painted white lines outside 109 Sydney Street |
| 17/26 | 52 Stanley Street, Chatswood | Request for driveway white lines | Painted white lines outside property 52 on Jacques Street |
| 17/27 | 166 Mowbray Road, Willoughby | Resident requested for a No Parking sign as parked cars were blocking the driveway outside 166 Mowbray Road | Remove No Parking sign and post on the right hand side of the driveway to 166 Mowbray Road, Willoughby. Install No Parking sign and post on left hand side (1.0 metres from driveway) of driveway to driveway to 166 Mowbray Road, Willoughby. |
| 17/28 | 10 Havilah Street, Chatswood | Resident requested for relocation of No Stopping/2P sign posts to their original location as their driveway construction was completed | Remove the existing No Stopping/2P sign and post in front of 10 Havilah Street, Chatswood Install No Stopping/2P sign and post on the left hand side of the driveway of 8 Havilah Street, Chatswood |
| 17/29 | 40 Alleyne Street, Chatswood | Request for driveway white lines | Painted white lines outside 40 Alleyne Street |
| 17/30 | Vincent Lane, Chatswood | Request to create a No Parking bay in the present No Stopping zone to facilitate donors to stop vehicle while making donations for St. Vincent de Paul Society | Remove existing No Stopping sign and post on north side of Vincent Lane. Remove existing No Parking sign and post on south side of Vincent Lane. Install No Parking on north side of Vincent Lane |

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

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

OFFICER'S RECOMMENDATION

That the Traffic Committee notes the information.

DISCUSSION:

There was no discussion relating to this item.

TRAFFIC COMMITTEE RECOMMENDATION

That Council note the information.

Willoughby City Council has allocated funding for the implementation of regulatory signposting other than white driveway line marking and work zone regulatory signs in its Works Services Road and Street Signs (6630) cost centre.

White driveway line marking and work zone regulatory signs are fully funded by the applicant. Works are undertaken following Council receiving, assessment, consultation, approval and receipt of payment utilising of the appropriate permit application.

5 LATE ITEMS

5.1 PENSURST STREET AND ROSEWALL STREET, WILLOUGHBY – BUS PARKING AND MOVEMENTS IN PENSURST STREET AND ROSEWALL STREET

REFERENCE:

WARD: MIDDLE HARBOUR WARD
SAILORS BAY WARD

AUTHOR: GORDON FARRELLY TRAFFIC AND TRANSPORT TEAM
LEADER

CITY STRATEGY LINK: 4.2.2 BALANCE TRAFFIC MANAGEMENT

MEETING DATE: 16 AUGUST 2017

BACKGROUND:

Mr Paul Nolan, Secretary NSW Wide Public Transport Advocacy forwarded a submission to Willoughby Council requesting consideration to changes to bus operations following consultation with residents. Mr Nolan advised that

- Residents in Penshurst Street between Rosewall Street and Forsythe Street do not want buses to lay up in front of their houses.
- Residents in Rosewall Street want all buses to travel in one direction only in Rosewall Street that being from High Street towards Penshurst Street.
- Residents of Rosewall Street want buses to lay up on the south side of Rosewall Street at the intersection of Penshurst Street and return to the bus depot via Penshurst, Laurel and High Streets.

Penshurst Street, Forsythe Street, Rosewall Street and Laurel and High Streets are provided in Figure 1.

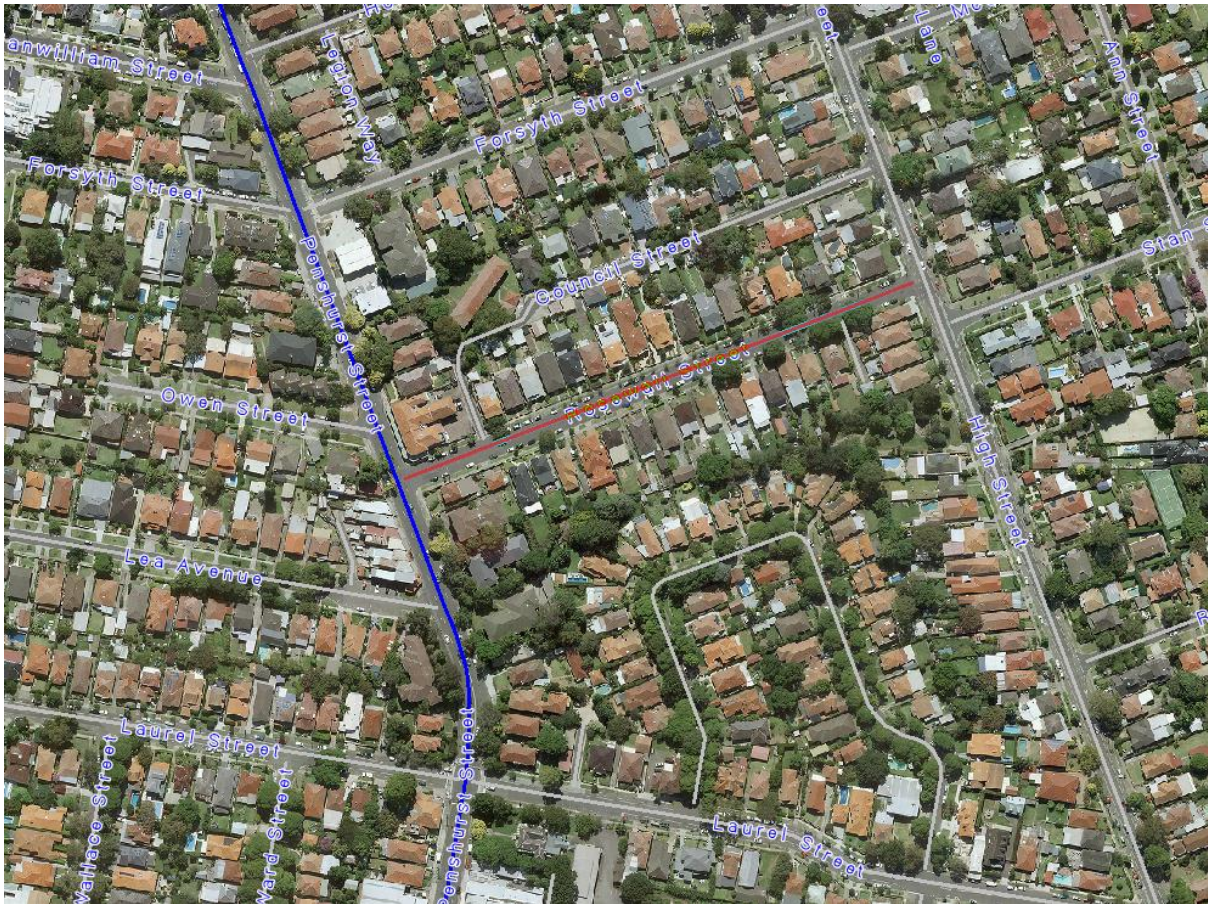


Figure 1: Locality Plan

As the matters relate to public transport services, operated and managed by Sydney Buses, this matter was referred to them for their consideration.

DISCUSSION:

Council has received the following advice from Sydney Buses:

- The current bus operations in the vicinity of Penshurst Street and Rosewall Street have been in place for a long period of time.
- Sydney Buses use Penshurst Street (State Road) as an existing short term layover to support driver change over. Sydney Buses has no proposals to change the current arrangements at this stage.
- Buses can park in Penshurst Street at all times other than 6 – 10 am Monday to Friday when a Clearway operates. Bus drivers typically park legally at the rear of the bus zone in Penshurst Street, east side of road, north of Rosewall Street (outside of 1 – 2 single dwelling houses)
- There is no bus parking occurring in Rosewall Street between Penshurst Street and High Street. Sydney Buses has no proposals to implement bus parking in Rosewall Street
- Buses use Rosewall Street and changes to bus movements in Rosewall Street are a matter for Sydney Buses although Council and RMS should be consulted if the number of bus movements is anticipated to increase.

Council has requested the Sydney Buses representative to provide advice to the Local Traffic Committee on its current bus operations and its views on Mr Nolan’s suggestions.

Council does not favour bus layover in Rosewall Street due impacts on residents including loss of parking and other environmental impacts.

COMMUNITY CONSULTATION:

There has been no community consultation concerning this matter.

TRAFFIC COMMITTEE ENGAGEMENT

The Traffic Committee members provide advice on the proposed bus parking and movements in Penshurst Street and Rosewall Street and issues of concern raised by the Mr Nolan.

OFFICER'S RECOMMENDATION:

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

DISCUSSION:

Mr Nolan provided background information regarding the NSW Wide Public Transport Advocacy organisation, his role in the organisation and his knowledge of the bus operations along Penshurst Street and surrounding local road network.

The issues identified by Mr Nolan included driver access to the bus change over location, the bus layover location, congestion along Penshurst Street and resident comments regarding the existing arrangements and proposals for changes to the current arrangements. Mr Nolan advised that NSW Wide Public Transport Advocacy suggestions were supported by local residents. The following was confirmed by Mr Nolan as the key points:

- Residents in Penshurst Street between Rosewall Street and Forsythe Street do not want buses to lay up in front of their houses.
- Residents in Rosewall Street want all buses to travel in one direction only in Rosewall Street that being from High Street towards Penshurst Street.
- Residents of Rosewall Street want buses to lay up on the south side of Rosewall Street at the intersection of Penshurst Street and return to the bus depot via Penshurst, Laurel and High Streets.

Mr Nolan agreed to provide Sydney Buses a copy of the local resident communications NSW Wide Public Transport Advocacy has received and used to support their position.

The Local Traffic Committee noted that:

- Sydney Buses operates the buses relevant to the layover location for the changeover in Penshurst Street. Sydney Buses confirmed that their buses currently use Penshurst Street, Laurel Street and Rosewall Street as part of the changeover operation. No bus parking occurs in Rosewall Street.
- Sydney Buses completed a risk assessment for the drivers to travel to/ from the Bus Depot to the Penshurst Street changeover point. The current arrangements were implemented following consideration of the outputs of the risk assessment.
- Buses park legally in Penshurst Street whilst undertaking the changeover operation. The changeover operation typically takes a short period. Congestion in Penshurst Street has not been observed during the changeover operation.
- Sydney Buses considers that the existing layover and changeover arrangement and bus routes used are acceptable and considers that this situation should continue.
- Council does not favour bus layover in Rosewall Street due impacts on residents including loss of parking and other environmental impacts.

- The Traffic Committee members including Council, NSW Police, Roads and Maritime Services and representative of the Local Member considered the current bus layover location and changeover operation to be acceptable.

TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Note Sydney Buses operates the buses relevant to the layover location for the changeover in Penshurst Street. Sydney Buses currently use Penshurst Street, Laurel Street and Rosewall Street as part of the changeover operation. No bus parking occurs in Rosewall Street.**
- **Note Mr Nolan's submission to change the layover location for the changeover in Penshurst Street and route to / from the Bus Depot.**
- **Concur that the current layover location for the changeover in Penshurst Street and route to / from the Bus Depot is acceptable and no changes are necessary at this time.**
- **Request NSW Wide Public Transport Advocacy to supply a copy of the local resident communications it has received and used to support their position.**
- **Council and Sydney Buses will consider the issues raised by the residents that have provided communications to NSW Wide Public Transport Advocacy and collaborate to assess whether any investigations are necessary.**
- **Inform NSW Wide Public Transport Advocacy of its decision.**

5.2 ARCHER STREET AND VICTORIA AVENUE, CHATSWOOD – PEDESTRIAN SAFETY

| | |
|---------------------|---|
| ATTACHMENTS: | 1. POTENTIAL ROAD SAFETY IMPROVEMENT INITIATIVES |
| WARD: | MIDDLE HARBOUR WARD |
| AUTHORS: | GORDON FARRELLY, TRAFFIC AND TRANSPORT TEAM LEADER |
| CITY STRATEGY LINK: | 4.2.2 BALANCE TRAFFIC MANAGEMENT |
| MEETING DATE: | 16 AUGUST 2017 |

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.

A meeting between Willoughby City Council and NSW Police occurred on Monday 31 July 2017 with the following aims:

- To discuss the recent incident that led to the fatality at the intersection of Victoria Avenue and Archer Street, Chatswood
- To discuss potential areas and safety improvement initiatives that Willoughby Council could investigate and, if funding permits, implement.

Council's Road Safety Officer conducts regular "Stepping On" workshops for the elderly community (in conjunction with Roads and Maritime Services and Occupational Therapists). These workshops target the elderly population (in particular the age group of the individual) and discuss pedestrian safety when out walking. These workshops discuss pedestrian islands, refuges, pedestrian fencing, shared paths, signalised intersections, countdown timers and explanations of what they mean and how to use them appropriately. It also discusses unsafe areas to cross and things to avoid (such as crossing by a bend or on a hill). It is also stressed in these workshops to wear visible clothing and highlighted yellow pedestrian bags are handed out to support this. Suggestions also include walking with someone or in a group and if the pedestrian does not feel safe to cross to wait until they do and not to rush.

Council and NSW Police already undertake behavioural campaigns and enforcement of traffic and pedestrian behaviour at intersections to promote safe use.

The location of Archer Street and Victoria Avenue, Chatswood is provided below.

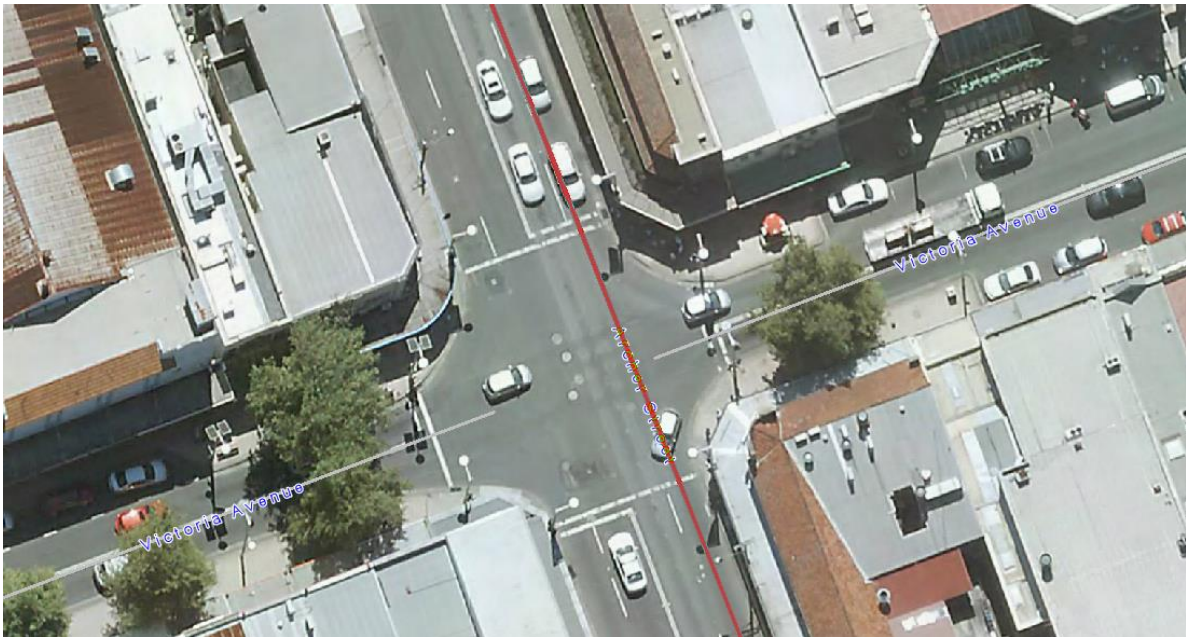


Figure 1: Locality Plan.

DISCUSSION:

It was noted that NSW Police and Roads and Maritime Services are undertaking investigations into the incident.

Council notes that the crash could have been caused by a number of factors such as error of judgement by the pedestrian stepping out without enough time, the driver not scanning for people on the road, possible vision blocked if there were any vehicles in the second lane which obscured the drivers vision and the pedestrian did not have a fast enough pace to walk across the signalised crossing. Council undertook a review of the on-site provision and operation of traffic control signals, infrastructure and facilities as well as the use by pedestrians and drivers.

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 measures are provided in ATTACHMENT A.

Council requests 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.

COMMUNITY CONSULTATION:

There has been no community consultation.

TRAFFIC COMMITTEE ENGAGEMENT:

The Traffic Committee members note the potential road safety improvement initiatives by Willoughby City Council and NSW Police and provide comments and suggestions to inform the development of potential road safety improvement initiatives for Council, or to be referred to NSW Police and Roads and Maritime Services, for consideration.

OFFICER RECOMMENDATION:

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

DISCUSSION:

The traffic committee considered the information provided and a suggestion to implement lights into the footpath in the vicinity of the kerb ramps. Traffic committee representatives will forward comments and suggestions to Council for its consideration.

TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Note the information and advice from the traffic committee.**
- **Approve the release of the final version of information developed by Council in collaboration with the traffic committee to NSW Police and Roads and Maritime Services for their information and appropriate action.**

ATTACHMENT A: Potential road safety improvement initiatives for the intersection of Archer Street and Victoria Avenue, Chatswood

| Area | Initiative | Comments |
|---|--|---|
| Data Collection and Analysis | <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>Analysis to understand identify the problems by road user type and by time of day and day of week</p> | <p>Data collection 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>Analysis 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"> • Collection and distribution of relevant information on-site. • Creation of information in multiple languages to maximise awareness of road safety messages <ul style="list-style-type: none"> ❖ 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 community and business forums to maximise awareness of road safety messages • Collection and distribution of relevant information at Council and NSW Police forums | <ul style="list-style-type: none"> • Promote a message that vulnerable road users need to be vigilant when crossing a road even though they may be doing so correctly. • To 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 road safety message. <p><i>(It was considered that this approach would be undertaken prior to implementation of enforcement initiatives)</i></p> |
| Enforcement | <ul style="list-style-type: none"> • Undertake targeted enforcement of traffic and pedestrians using the intersection <ul style="list-style-type: none"> ❖ Council's Road Safety Officer to liaise with the local Police and make arrangements to have Police present at the intersections (Archer/Victoria | <ul style="list-style-type: none"> • Encourage correct use of the intersection • Target days and times when illegal use is at its highest. |

| | | |
|----------------|---|--|
| | <p>& Victoria/Anderson) for enforcement & road safety awareness.</p> <ul style="list-style-type: none"> • Utilise a person that is bilingual to assist in delivering the information to maximise awareness of road safety messages | |
| Infrastructure | <ul style="list-style-type: none"> • Undertake traffic facility and tree maintenance work as outlined below: <ul style="list-style-type: none"> ❖ Have the stop line marking on the easterly side re-stated to enhance the intersection safety. ❖ Have the “LOOK” stencils re-instated 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. ❖ Tree branches in Victoria Ave, east of Archer to be trimmed to improve traffic control signal visibility • To review the footpath pavement markings to encourage awareness and safe use of the intersection by pedestrians. • 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: <ul style="list-style-type: none"> ❖ 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 to further encourage traffic to travel at or below 40 km/h and promote | <p>To 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 |

| | | |
|--|---|--|
| | correct and safe use of the Victoria Avenue and Archer Street intersection. | |
|--|---|--|

5.3 DELEGATED ITEMS AUGUST 2017

ATTACHMENTS: 1. AUGUST ITEMS
WARD: WEST WARD
AUTHOR: **RAM KUMAR**
CITY STRATEGY LINK: BALANCE TRAFFIC MANAGEMENT
MEETING DATE: 16 AUGUST 2017

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

Late Item:

| No. | Location | Issue | Proposed Works |
|-------|-----------------------|---|--|
| 17/36 | Tryon Lane, Chatswood | Road closure between Tryon Street and Orchard Road to enable Sydney Water works | Approved road closure from 19 July 2017 to 22 July 2017 (four days). |



Locality Plan

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

OFFICER'S RECOMMENDATION

That the Traffic Committee notes the information.

DISCUSSION:

There was no discussion relating to this item.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receive and note the information.

Approval to road closures are provided following Council receiving, assessment, consultation, approval and receipt of payment utilising of the appropriate permit application.

6 INFORMAL ITEMS

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

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

BACKGROUND

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

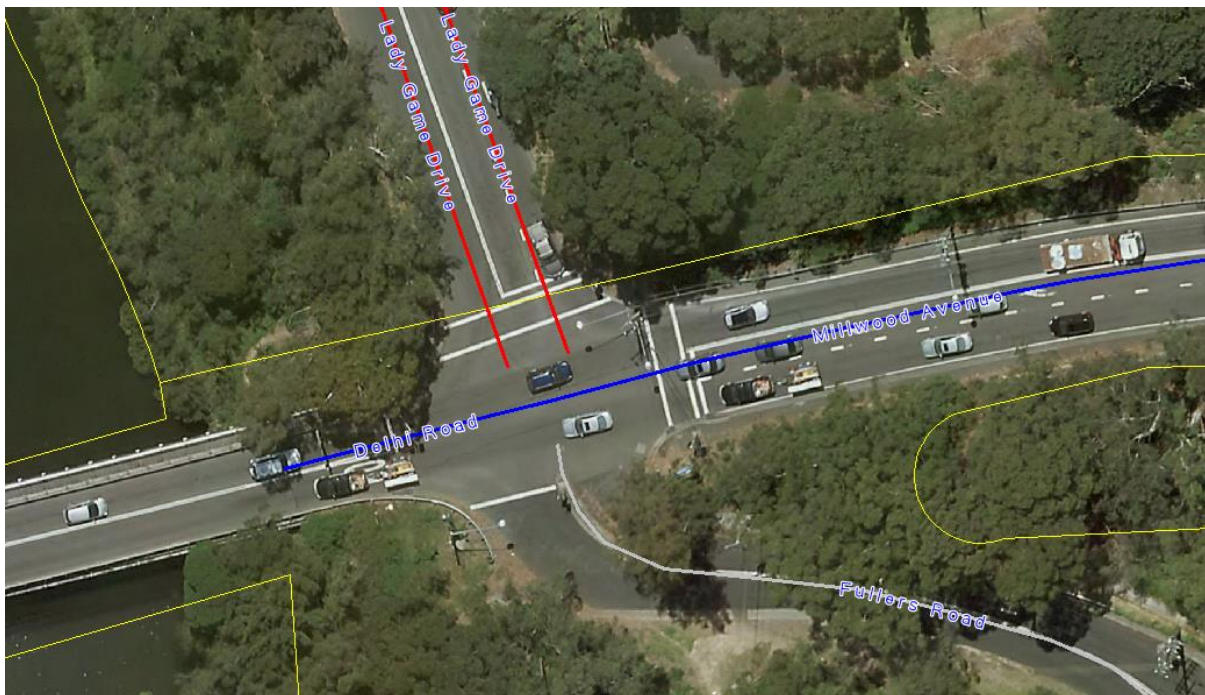


Figure 1: Locality Plan

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

A copy of the submission is provided in ATTACHMENT 1.

DISCUSSION:

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

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

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

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

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

COMMUNITY CONSULTATION:

No community consultation has been undertaken.

TRAFFIC COMMITTEE ENGAGEMENT

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

OFFICER'S RECOMMENDATION

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

DISCUSSION:

Council was provided and read the following advice from Mr Terry Fogarty CWWPA Delegate by Mr Menzies regarding this matter:

Please argue in relation to Item 6.1 that West Ward would be opposed to any changes at the intersection of Lady Game Drive, Fullers Road West and Delhi Road without appropriate consultation and that as a matter of principle we would oppose any restrictions during the AM peak being placed on Willoughby residents at this intersection.

Roads and Maritime Services (RMS) representative advised that RMS has received the submission and has considered the issues raised. The RMS representative agreed that the intersection of Lady Game Drive, Millwood Road, Delhi Road and The Fairway is managed by traffic control signals. The management and operation of traffic control signals in NSW is a responsibility of Roads and Maritime Services. Roads and Maritime Services consider that the current design and operation of the intersection is acceptable and no changes are

proposed at this time. As Millwood Road and Delhi Road are State Roads the east-west movement is given priority.

The Traffic Committee representatives advised that the traffic demands at the intersection during the weekday morning and afternoon peak periods can lead to queues and delays in Lady Game Drive. Traffic flow leaving The Fairway can impact on southbound traffic flow in Lady Game Drive, however, traffic flows during the weekday morning and afternoon peak period using Fullers Road and The Fairway are not considered excessive and Council has no proposals to change the access arrangements from Fullers Road and The Fairway to this intersection at this time.

TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Note the information and advice from the traffic committee.**
- **Advise Hon Jonathon O’Dea Member for Davidson for Council’s decision**

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

WARD: WEST WARD

AUTHOR: GORDON FARRELLY – TRAFFIC & TRANSPORT TEAM LEADER

CITY STRATEGY LINK: 4.2.2 BALANCE TRAFFIC MANAGEMENT

MEETING DATE: 16 AUGUST 2017

BACKGROUND

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

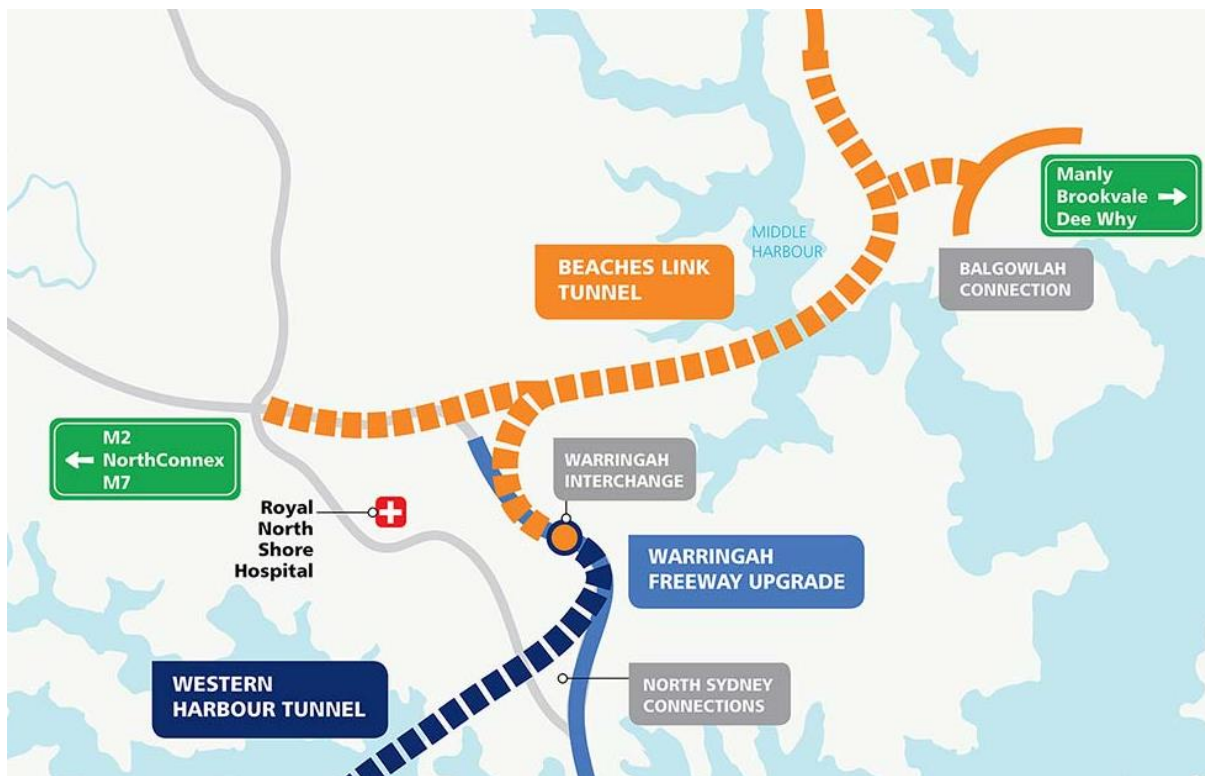


Figure 1: Locality Plan

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

- Freeways proposed at various times in the last 100 years:
- A38 (not A30a) is the current route from the beaches over Roseville bridge, Boundary St., Pacific Hwy., Fullers Rd., Millwood Ave., and Delhi Rd..
- Ring Road 1 and the F1 Freeway were meant to use the Bridge from Seaforth Pickering Point, to Castlecrag.
- The New bridges at The Spit and Roseville were secondary routes, NOT intended to carry the main peak hour traffic to the City. Building the main part of these routes was on the surface, because it was then much cheaper than a tunnel, by an order of

magnitude! The first Cabinet meeting of the Wran government cancelled the whole plan, and abandoned construction already under way on the Bridge at Castlecrag.

- While building a tunnel is feasible, it will be far too costly, and community opposition to high tolls will make it financially risky.
- The companies that built the Lane Cove Tunnel and the Airport rail tunnel went broke. An important point.
- Road tunnels have too many lanes to be built with tunnel boring machines but will use Road Headers.
- I read there are 17 Road headers building
- NorthConnex. The proposed tolls, increasing rapidly for years after opening, will indicate if the fashion for tunnels persists.
- The appropriateness of naming a road an A grade road is questioned.

DISCUSSION:

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

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

The route and new project Mr McCredie is referring to seems to be the NSW Government's proposed new Beaches Link motorway project. The issues raised are considered a matter for Roads and Maritime Services for consideration.

COMMUNITY CONSULTATION:

No community consultation has been undertaken.

TRAFFIC COMMITTEE ENGAGEMENT

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

OFFICER'S RECOMMENDATION

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

DISCUSSION:

The comments provided by Mr McCredie were noted. Roads and Maritime Services (RMS) representative advised that Transport for New South Wales and Roads and Maritimes Services are responsible for road network planning for the State Road network in Sydney. Roads and Maritimes Services would also be responsible for the type of construction of the new road, that is, motorway, arterial road (in tunnel, viaduct and at grade)

TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Note the information and advice from the traffic committee.**
Approve that a copy of Mr McCredie's submission be forwarded to Roads and Maritime Services.

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

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

BACKGROUND

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

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

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

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

OFFICER'S RECOMMENDATION

That the information be received and noted.

DISCUSSION:

The Traffic Committee noted Roads and Maritime Services decision on its submission (RMS) to fund traffic control signals.

Council informed the Traffic Committee of a recent incident on 25 July 2017 at the wombat crossing where a pedestrian crossing Herbert Street was hit by a motor car. It was noted that the incident appears to be as a result of driver error.

The Traffic Committee discussed the following options to enhance the safety of pedestrians and reduce delays for traffic during peak periods on Herbert Street at the wombat crossing:

- Council submit a proposal to RMS to fund a mid-block traffic control signals in the 2018/ 2019 Safer Road program or 2018/ 2019 Active Transport program.
- Consider investigating the provision of traffic control signals at an access road to Royal North Shore Hospital.

As the access roads to Royal North Shore Hospital in the vicinity of the wombat crossing are private roads the provision of traffic control signals will need to be agreed by, and developed in consultation with, Royal North Shore Hospital. Council will need funding from RMS to support this initiative.

It was also noted that the following initiatives are being planned that will impact on the traffic and pedestrian movement in Herbert Street and the Herbert Street wombat crossing including:

- Transport for New South Wales Epping to Chatswood Temporary Rail Line Closure:
- Royal North Shore Hospital Redevelopment

The changes implemented as a result of these initiatives may improve the short and long term safety of pedestrians at the wombat crossing.

Council will continue to monitor the operation of the wombat crossing and consider the suggestions from the Traffic Committee.

TRAFFIC COMMITTEE RECOMMENDATION

That Council **note the information and advice from the traffic committee.**

7 GENERAL BUSINESS

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

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

BACKGROUND

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

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

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

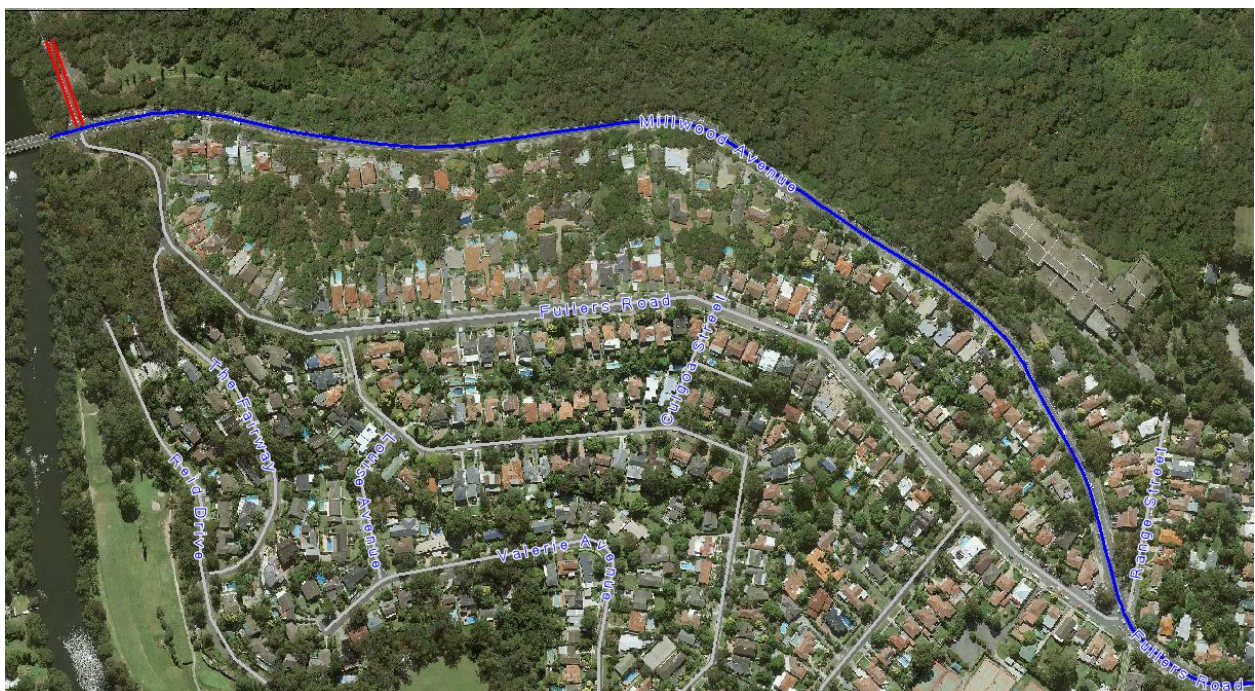


Figure 1: Locality Plan.

DISCUSSION

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

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

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

COMMUNITY CONSULTATION

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

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

TRAFFIC COMMITTEE ENGAGEMENT

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

OFFICER'S RECOMMENDATION

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

DISCUSSION:

There was no discussion relating to this item.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receive and note the information.

7.2 HAMPDEN LANE ARTARMON - COMMISSIONING OF SHARED ZONE

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

BACKGROUND

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

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

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

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

OFFICER'S RECOMMENDATION

That the information be received and noted.

DISCUSSION:

There was no discussion relating to this item.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receive and note the information.