



Willoughby City Council

**SUPPLEMENTARY  
AGENDA**

**TRAFFIC COMMITTEE MEETING  
NO. 1/2017**

**LATE ITEMS**

19 April 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

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## 6 LATE ITEMS

### 6.1 CEVU AVENUE, WILLOUGHBY - CONCEPT DESIGN FOR LOCAL AREA TRAFFIC MANAGEMENT WORKS

<b>ATTACHMENTS:</b>	<b>NONE</b>
<b>REFERENCE:</b>	<b>CRM 90203753</b>
<b>WARD:</b>	<b>SAILORS BAY WARD</b>
<b>AUTHOR:</b>	<b>NEIL STRICKLAND – SENIOR TRAFFIC ENGINEER</b>
<b>CITY STRATEGY LINK:</b>	<b>4.2.2 BALANCE TRAFFIC MANAGEMENT</b>
<b>MEETING DATE:</b>	<b>19 APRIL 2017</b>

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#### BACKGROUND:

At its meeting of 15 February 2017, the Traffic Committee considered a report on a proposal to introduce local area traffic management devices in Cevu Avenue to control vehicle speeds and rat-running between Alpha Road and High Street. The Committee recommended Council prepare a Traffic Management Plan and to consult residents about the proposed installation of signage to restrict:

1. right turns from Cevu Avenue into Alpha Road during the morning peak and on Saturday mornings; and
2. left turns from Alpha Road into Cevu Avenue in the afternoon peak period as well as Saturday mornings

The proposed restrictions are indicated in the aerial photomap below.

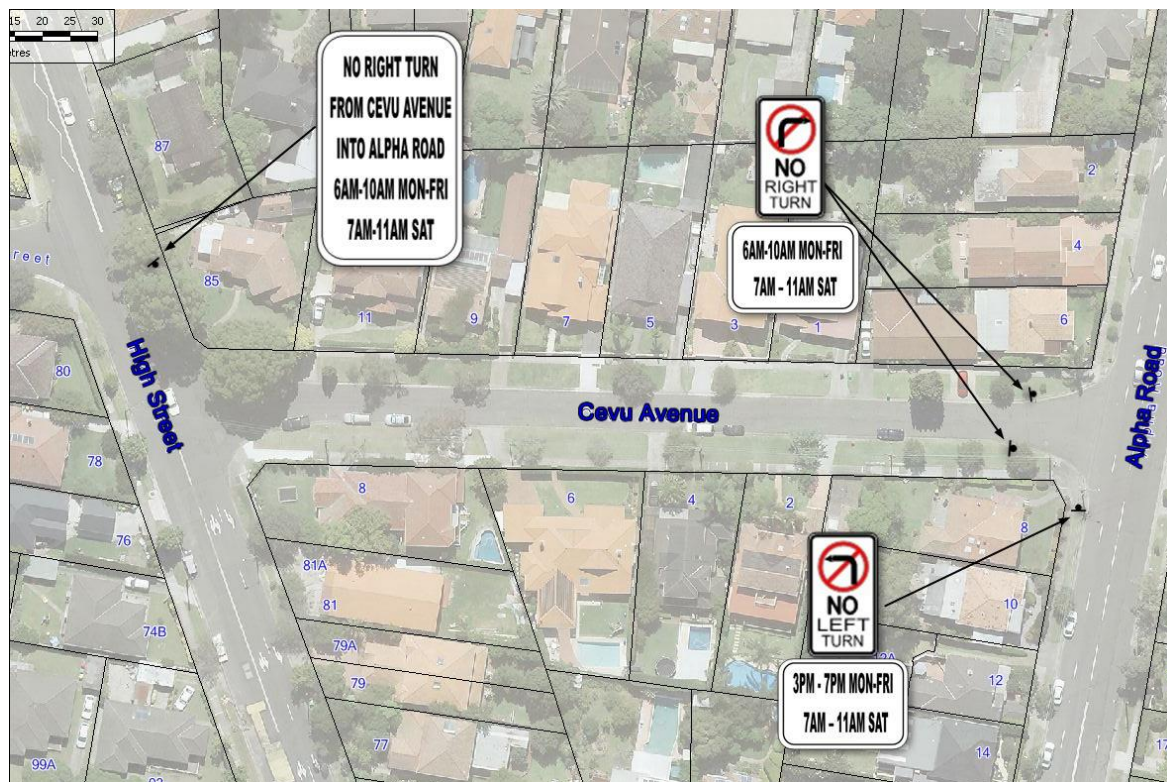


Figure 1: Proposed signage for new turn restrictions.

The Traffic Committee recommended that the effectiveness of these measures be monitored before additional LATM works are considered and to request that Council makes funds available for works, if still required following the monitoring period, as part of its 2017/18 Budget.

## DISCUSSION:

A Traffic Management plan was submitted to RMS on 24 February and RMS replied on 27 February to advise that RMS agrees in principle with the changes, but in order to gain approval, Council will need to carry out community consultation.

A letter was sent to all fourteen properties with frontage to Cevu Avenue on 29 March seeking feedback on the proposal. The closing date for comments was 11 April 2017. As at the closing date a total of six responses were received. This is a response rate of just under 43% which is a reasonable level of response. A summary of the responses is as follows:

Ref	Support	Opposed	Comments
1	✓		Nil
2	✓	✗	Supports restricting right turns from Cevu Ave into Alpha Road. Doesn't support Saturday restrictions. Silent about restricting left turns from Alpha Rd into Cevu Ave. Suggests speed humps at each end and/or 40 kph speed limit.
3	✓		Nil
4		✗	Would support the proposal if residents are exempted. Otherwise opposed. Doesn't consider traffic rat running is a big problem. More concerned about Alpha Road residents parking vehicles in Cevu Ave.
5		✗	Strongly opposed. <ul style="list-style-type: none"> <li>Few cars park in Cevu Ave and hardly any traffic even during peak hours.</li> <li>As a result there is no obstruction for cars travelling either way easterly/westerly direction or westerly/easterly direction.</li> <li>The proposed restrictions would have the effect of increasing traffic on High Street, Edinburgh and Alpha Road (Alpha Rd is usually already congested in Northerly direction due to 2 lanes merging to 1 lane just after Cevu Avenue) and make it more difficult for residents of Cevu avenue to drive in and out of Cevu Avenue.</li> <li>It would create congestion on High Street due to the traffic light at the intersection of High street and Mowbray Rd.</li> <li>The restrictions would only move the alleged issue to the adjacent streets (Mowbray Rd and Edinburgh Rd).</li> <li>The current traffic signs are adequate and have the benefit of allowing residents of Cevu Avenue and other vehicles to use alternate road to respond to the traffic at a particular time.</li> </ul> <p>We note the expressed concern about excessive vehicle speeds on Cevu Avenue. It is our experience of Cevu Avenue that it is often the very residents of Cevu Avenue themselves who from time to time drive at excessive speed in the avenue. We suggest the installation of a speed bump as it would remedy the issue.</p>
6		✗	Nil
<b>Note: Respondents' addresses are not shown due to privacy reasons.</b>			

It is a matter for the Traffic Committee to weigh up the feedback received and to decide whether to proceed with the restrictions. It is considered that the proposed part-time turn restrictions are a relatively low cost means of addressing the concerns expressed by some of the residents in the street. In reality, residents will need to consider whether the minor amount of inconvenience that will result by having to drive slightly longer distances during certain hours of the day and days of the week is worth the improvements to residential amenity that are expected to result.

## **COMMUNITY ENGAGEMENT**

A small delegation of residents assisted Council in developing a concept design for LATM works to address the traffic safety concerns of Cevu Avenue residents. The Traffic Committee agreed, at its February 2016 meeting, to prepare a TMP and to consult with residents on a proposal to introduce part-time turn ban restrictions and to consult with residents. This report discusses the outcomes of that consultation.

It is noted that while two of the six responses were unconditionally in favour, the third respondent in favour was only in favour of restrictions for the right turn from Cevu Ave into Alpha Rd and only on Mondays through Fridays. The level of unconditional support is 33% of the responses received while 50% of respondents supported the proposal either unconditionally or with conditions.

Due process requires that decisions to change the status quo are made not only taking account of the rate of support for change, but also the actual response rate. If a low rate of responses are received, there is less confidence that the responses are representative of the broader community sentiment. It is generally accepted that, if a high rate of response is achieved (say 75%), then support by 50% of those respondents is adequate to justify changing the status quo. Where response rates are less than, say, 50% then a higher number of the respondents (say 66%) should be in favour before changing the status quo.

## **CONCLUSION**

The rate of unconditional support from all six respondents is 33%. In the absence of additional favourable responses being received after the deadline for submissions, it is concluded that the proposal is not widely supported by residents of Cevu Avenue. It is considered that any proposal for LATM devices that restrict turns, such as a half closure of Cevu Avenue at Alpha Road, would be met with a similar level of opposition to the part-time turn bans.

It is open to Council to reconsider the earlier LATM proposals. At the February 2017 Traffic Committee meeting, members expressed concerns about the high cost of the proposed LATM devices. Given the lack of support for turn bans, the proposed half closure is not supported. The remaining LATM devices, are:

1. Realignment of the intersection of Cevu Avenue at High Street. This could be done at lower cost by use of pavement marking instead of constructed kerb and gutter. Estimated cost \$6,000 including "No Stopping" signs; and
2. Mid-block wavy profile speed hump outside nos. 5 and 6. Estimated cost \$7,000.

Subject to agreement by the Traffic Committee and Council, residents can be consulted on the proposal for a mid-block wavy-profile speed hump outside nos. 5 and 6 Cevu Avenue and an amended proposal to realign the intersection of Cevu Avenue with High Street by means of pavement marking and a centre 'BB' barrier line.

## **FINANCIAL IMPLICATIONS**

Should Council agree to implement the part-time turn ban restrictions, the proposed signage can be funded with an existing allocation for traffic signage in Council's Operating Budget. Construction of a mid-block watts profile speed hump and realignment of the intersection of Cevu Avenue with High Street, by means of pavement marking, are estimated to cost \$13,000.

#### **OFFICERS RECOMMENDATION:**

**That Council:**

- 1. Not proceed with the proposal for part-time turn restrictions at the intersection of Cevu Avenue and Alpha Road because the proposal failed to achieve a sufficient level of resident support; and**
- 2. Consult with residents and report back to the Traffic Committee about a proposal for:**
  - a. Realignment of the intersection of Cevu Avenue with High Street by means of pavement marking and a centre 'BB' barrier line, including 'No Stopping' restrictions in Cevu Avenue near the intersection; and**
  - b. A mid-block watts-profile speed hump, outside nos. 5 and 6 Cevu Avenue.**



**LATE ITEM****6.2 WARRANE ROAD, WILLOUGHBY - PROPOSED PEDESTRIAN REFUGE ISLAND AT INTERSECTION OF ROBERT STREET**

<b>ATTACHMENTS:</b>	<b>NONE</b>
<b>REFERENCE:</b>	<b>ECM128139924/ 107423048</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>AUTHOR:</b>	<b>NEIL STRICKLAND, SENIOR TRAFFIC ENGINEER</b>
<b>CITY STRATEGY LINK:</b>	<b>4.2.2 BALANCE TRAFFIC MANAGEMENT</b>
<b>MEETING DATE:</b>	<b>19 APRIL 2017</b>

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**BACKGROUND:**

At its meeting of 15 February 2017, the Traffic Committee considered a report on a proposal to construct a new pedestrian refuge island in Warrane Road, Willoughby at its intersection with Robert Street adjacent Willoughby Park. The Committee supported the detailed design of the device subject to consultation. The Committee further recommended that, following the community engagement and any concerns being taken into consideration, Council finalise the design and proceed to construction.

**DISCUSSION:**

On 30 March 2017 a letter, which included a copy of the proposal and a feedback form to provide comments, was hand delivered to nearby residents in Warrane Road and Robert Street. Feedback was requested by 12 April 2017.

On 30 March 2017, Roads and Maritime Services advised that it has reviewed the design and it supports the proposal.

**COMMUNITY ENGAGEMENT**

As at the closing date for submission, no feedback has been received.

**OFFICERS RECOMMENDATION:**

**That the detailed design for a proposed pedestrian refuge island in Warrane Road, Willoughby, at the intersection of Robert Street, including the proposed signs and pavement markings, be supported.**



**6.3 MOWBRAY ROAD, LANE COVE NORTH – SAFETY AT PEDESTRIAN REFUGE ISLAND NEAR NO. 565**

<b>ATTACHMENTS:</b>	<b>NIL</b>
<b>WARD:</b>	<b>WEST WARD</b>
<b>AUTHORS:</b>	<b>COURTNEY JEFFERIES, ROAD SAFETY OFFICER</b>
<b>CITY STRATEGY LINK:</b>	<b>4.2.2 BALANCED TRAFFIC MANAGEMENT</b>
<b>MEETING DATE:</b>	<b>19 APRIL 2017</b>

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**BACKGROUND:**

Representations have been made by the Principal of Mowbray Public School concerning pedestrians and motorists safety in Mowbray Road West, Lane Cove North at the existing pedestrian refuge island in front of 536 Mowbray Road. The location is indicated in the Google Streetview image below.

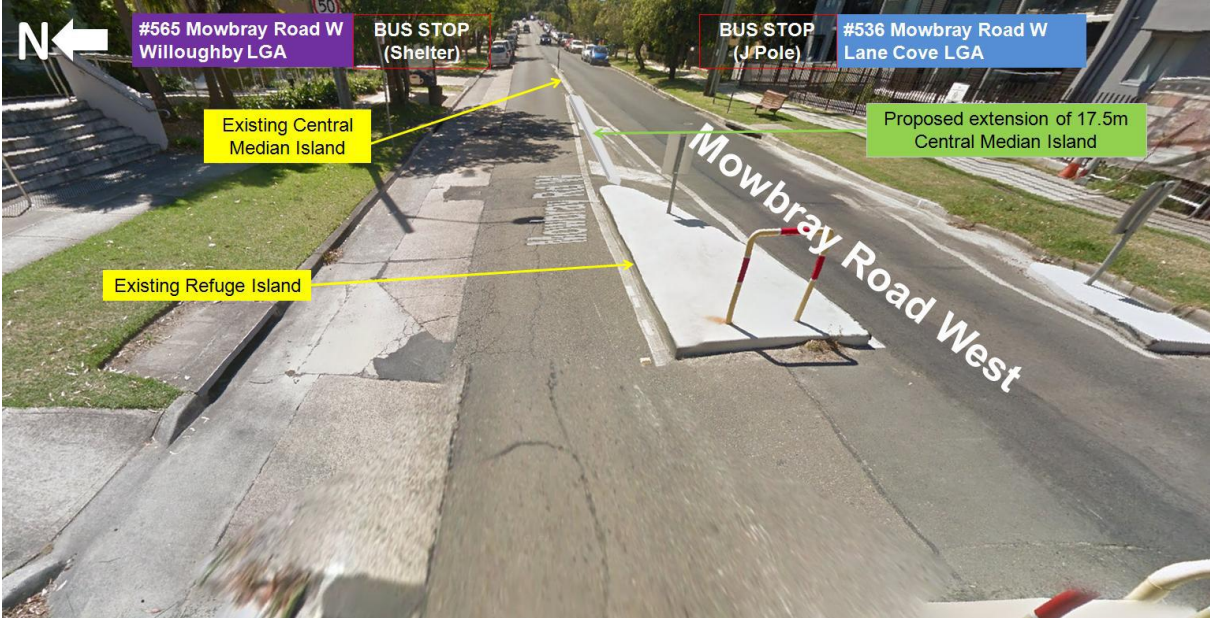


Figure 1. streetview image indicating the location of the refuge island.

**DISCUSSION:**

The location of the refuge island is close to a bus stop. Because there is insufficient room to negotiate a vehicle between parked buses and the refuge island, some drivers have been observed to pass stopped buses by driving on the wrong side of the road.

A joint on-site meeting with representatives from STA, Willoughby City Council and Lane Cove Council was held on Tuesday, 21 March 2017. All the attendees at the meeting unanimously agreed that extending the central median island would be the best solution.

**ENGAGEMENT:**

Figure 1 above has been prepared by Lane Cove Council. It indicates a proposed extension of the central median island extension, between the bus stop (ID 2066188) in Lane Cove

LGA and bus stop (ID 2066189) in the Willoughby LGA, in order to prevent impatient motorists from risking head-on collisions as they illegally move onto the wrong side of the road, crossing the painted chevrons in order to manoeuvre around stopped buses. An alternative suggestion, to construct an indented stopping bay for buses, was discussed at the site meeting, but it was not supported.

**CONCLUSION:**

It is recommended that a detailed design for a raised, central median island be prepared. As the location is on the boundary of Lane Cove and Willoughby City Councils, further discussions will need to take place with regard to implementation and cost sharing.

**OFFICER RECOMMENDATION:**

**That:**

- 1. The construction of a raised, central median island, 17.5 metres long, in an easterly direction from the existing pedestrian refuge island near 565 Mowbray Road, be supported;**
- 2. Detailed designs be prepared in collaboration with Lane Cove Council; and**
- 3. Willoughby City Council and Lane Cove Council share the cost of the central median.**

