



Willoughby City Council

AGENDA

TRAFFIC COMMITTEE MEETING NO 1/2019

20 February 2019

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**2 APOLOGIES****DISCLOSURE OF INTEREST**

Refer Code of Conduct:–

[Code of Conduct - Community Representatives](#)

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

3 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION

That the Minutes of the Ordinary Meeting of the Local Traffic Committee held 28 November 2018, copies of which have been circulated to each member of the Local Traffic Committee, be confirmed.

ORDINARY COUNCIL MEETING

11 FEBRUARY 2019

12 REPORTS FROM COMMITTEES

12.1 MINUTES - LOCAL TRAFFIC COMMITTEE HELD 28 NOVEMBER 2018

ATTACHMENTS:	<ol style="list-style-type: none">1. IMPLICATIONS2. TRAFFIC COMMITTEE MINUTES OF 28 NOVEMBER 2018 (TO BE DISTRIBUTED SEPARATELY)
RESPONSIBLE OFFICER:	GREG MCDONALD - PLANNING & INFRASTRUCTURE DIRECTOR
AUTHOR:	GORDON FARRELLY – SENIOR TRAFFIC ENGINEER
CITY STRATEGY OUTCOME:	<ol style="list-style-type: none">2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY2.4 – REDUCE PARKING AND TRAFFIC CONGESTION3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS
MEETING DATE:	11 FEBRUARY 2019

PURPOSE OF REPORT

To advise Council of the outcome of the latest Traffic Committee Meeting held on 28 November 2018.

Procedural Motion

The following people were registered to speak but as the resolution was carried unanimously they chose not to address the meeting:

- Charles Kelly – owner of the Great Northern Hotel
- Anthony Betros – Town Planner

RESOLUTION

That Council receive and adopt the recommendations arising from the 28 November 2018 Traffic Committee Meeting.

MOVED COUNCILLOR MUSTACA

SECONDED COUNCILLOR WRIGHT

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 WILLOUGHBY PARK NORTH WILLOUGHBY - NO PARKING MOTOR VEHICLES EXCEPTED REGULATORY PARKING RESTRICTIONS

ATTACHMENTS:	1. REPORT ON BOAT ON TRAILER PARKING STREET PARKING MANAGEMENT IN NSROC. 2. COMMUNITY SUBMISSIONS ASSESSMENT REPORT 3. PARKING RESTRICTIONS DESIGN PLAN
WARD:	MIDDLE HARBOUR WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	2.4 – REDUCE PARKING AND TRAFFIC CONGESTION
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To approve:

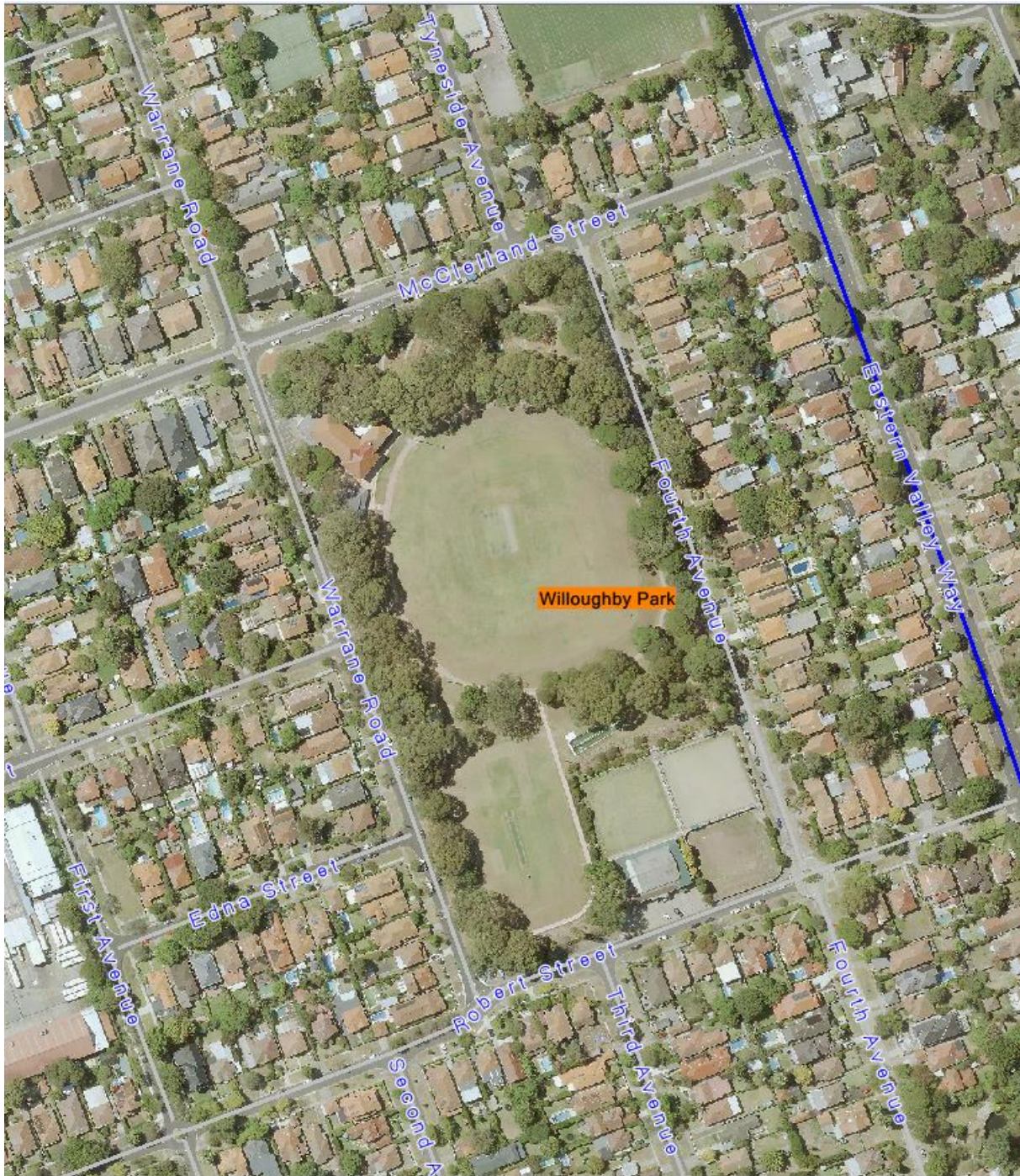
- The implementation of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in place of unrestricted parking in McClelland Street, south side of road, between Warrane Road and Fourth Avenue, North Willoughby.
- Approve the release of information on Council's website and via a letter to local residents in the precinct surrounding Willoughby Park on the *No Parking Motor Vehicle Excepted* regulatory parking restriction to support awareness, understanding and the correct use of road space with this parking restriction.
- The development of a policy that permits and regulates the use of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in Willoughby Local Government Area to specific locations such as around parks, ovals and selected places approved by Council.

2. BACKGROUND

Boat on trailer parking was considered by the Local Traffic Committee at its meeting (3/ 2018 Item 6.1) on 20 June 2018. Council adopted the recommendations of the committee at its meeting on 23 July 2018 with a requirement to remove the references to Stoker Park in the heading and first point of the recommendation. These changes have been completed.

Subsequent to the Council decision the Northern Sydney Regional Organisation of Councils (NSROC) was contacted to provide advice on what it and other councils within NSROC are implementing to manage boat-on-trailer parking. Representatives from the traffic and transport section at Northern Beaches, Lane Cove and Ku-ring-gai Council were also contacted to discuss this issue and their actions.

Following a request from Councillor Rozos community consultation was undertaken on a 8P Monday to Sunday regulatory parking restrictions proposal to minimise the level of long stay boat-on-trailer parking on the local road network surrounding Willoughby Park including McClelland Street, Fourth Avenue and Robert Street. Willoughby Park and its surrounding road network is shown in the locality plan.



Locality Plan: Willoughby Park, North Willoughby

3. DISCUSSION

The Northern Sydney Regional Organisation of Councils and a number of Councils within NSROC have been working to manage boat-on-trailer parking. The measures being progressed include:

- A review of legislation by the NSW Government. It is understood that the Minister has asked the Office of Local Government to review the boat-on-trailer provisions in the Impounding Act 1993 after July 2019.
- The implementation of street parking restrictions including *No Parking Motor Vehicles Excepted* and timed regulatory parking restrictions.

A report on the consultation with NSROC and relevant councils is provided in Attachment 1.

Community feedback was sought on a proposal to implement *8P Monday to Sunday* regulatory parking restrictions to eliminate long term boat trailer parking in the following locations:

- McClelland Street, south side of road only, between Warrane Road and Fourth Avenue
- Fourth Avenue, west side of road only, between McClelland Street and Robert Street; and
- Robert Street, north side of road, between Warrane Road and Fourth Avenue including the indented parking bay east of Warrane Road

The proposal would not impact on existing Mail Zone, Bus Zone, No Parking, Motor Cycle parking and No Stopping restrictions in the above-mentioned streets.

Community consultation was undertaken between Thursday 9 August 2018 and Sunday 9 September 2018. Around 600 letters were delivered to the local community, Have You Say site was provided on Council's website and a community drop-in session was also held on Thursday 9 August 2018. Fifty one (51) submissions were received that are a mixture of support (15), opposition (35) and question (1) to the proposal.

There is a broad range of feedback provided by the community, the key issues/ comments based on the number of times the matter was provided are listed below

- The proposal will only move the boats and trailers into other nearby streets.
- The street is already clogged with parked cars as it is, with commuters and on days when there are events happening.
- There is no off street parking and currently have cars belonging to family members need parking spots including Fourth Avenue.
- If these parking restrictions went ahead around the park, this would mean unrestricted part of McClelland St and Fourth Ave would become even more congested.
- Residents will be prevented from parking overnight, or for any extended period, on the western side of Fourth Avenue.
- This 8hr proposal impinges heavily on the local residents of Fourth Ave and causes great distress and inconvenience to those living in the street, negatively impacts on the social cohesion of the resident/neighbours and does little to solve the boat parking issue.
- If people can afford to buy a boat for leisure activity, it becomes their responsibility to find a private storage for their property instead of creating this problem for the local community. There are quite a few private storage warehouses for hire in the nearby Chatswood area.
- It is considered that boat-on-trailers is not a problem to be solved.

- Boats need to park somewhere, bordering on the park on wide streets is the best option. If they are restricted, the problem will just be moved elsewhere and boats will be parked directly outside homes in narrower streets.

Some of the suggestions provided by the community are provided below:

- Street parking restrictions should be specific to boats and trailers.
- If restricted parking is to be implemented then exemption via resident parking permits/ stickers for those residents on the affected sections should be implemented so family and friends that visit for long periods can park legally for extended periods.
- Signs saying 'No parking cars exempted' should be implemented.
- Trailers should be allowed to be parked in front of your residential property otherwise a permit of some kind should be issued to allow this.
- Boats should be stored within a property or at a boat storage facility only.
- Council should provide a council area for boats.
- Make a representation to the NSW State Government to introduce/review existing legislation to restrict boat parking to owners properties/private sector storage facilities.

A copy of the Community Submissions Assessment Report is provided in Attachment 2.

The community consultation has revealed that there is strong opposition to the proposal to implement *8P Monday to Sunday* regulatory parking restrictions. In view of the level of opposition as compared to support it considered that this proposal should not proceed.

Options to manage Boat-on-trailers in the vicinity of Willoughby Park

Two feasible options identified to manage boat-on-trailer parking in the vicinity of Willoughby Park that could be implemented immediately include:

- *No Parking Motor Vehicle Excepted* regulatory parking restrictions.
- Designating a small number spaces in the 90 degree parking area in Robert Street between Warrane Road and the Willoughby Bowling Club Car Park.

Implementation of *No Parking Motor Vehicle Excepted* regulatory parking restrictions

The regulatory parking restriction is considered a feasible solution that can be targeted at McClelland Street only. The implementation of *No Parking Motor Vehicle Excepted* regulatory parking restriction has been implemented by at least one NSROC council as a trial and would eliminate boat-on-trailer parking. This option was also proposed to the community with a number of community submissions of support received.

This regulatory parking restriction could be applied in McClelland Street, Fourth Avenue, Warrane Road and Robert Street surrounding Willoughby Park.

Designating a small number spaces in the 90 degree parking area in Robert Street between Warrane Road and the Willoughby Bowling Club Car Park.

This measure would lead to the boat-on-trailers being parked in Robert Street. The park is elevated and has significant vegetation at the parking location and therefore the boats are hidden from the view of park users.

There is a loss of car parking for residents and visitors with this proposal. The residents in Robert Street may have concerns with this proposal including loss of amenity and visual aesthetic, particularly those living directly opposite the parking area. There is also potential issues relating to boat access including manoeuvring boat-on-trailers into the spaces that will need investigation prior to approving this option.

In light of the small number of boat-on-trailers parked in McClelland Street and the concerns with the loss of access and amenity with the broad application of any new parking restrictions it is recommended that *No Parking Motor Vehicle Excepted* regulatory parking restrictions is implemented in place of unrestricted parking in McClelland Street, south side of road, between Warrane Road and Fourth Avenue, North Willoughby. Existing street regulatory parking restrictions in Warrane Road, Fourth Avenue and Robert Street would be retained.

To support community understanding of the *No Parking Motor Vehicle Excepted* regulatory parking restrictions it is proposed to provide information including the correct use of this road space on Council's website and release a letter to local residents in the precinct surrounding Willoughby Park.

Willoughby City Council has allocated funding for the implementation of regulatory signposting in its Works Services Road and Street Signs (6630) cost centre.

Application of *No Parking Motor Vehicle Excepted* regulatory parking restrictions

The management of boat-on-trailers is complex and needs to be managed effectively. It is considered that the parking of boats-on-trailers on the local road network is acceptable with some limitations. The limitations should focus on key community assets that are well utilised and require convenient and direct access by the community.

Willoughby Park and other recreation facilities are considered to be community assets that should be protected from the impacts of boat-on-trailer parking. There may be other community assets that Council may also consider important and merit protection. Local residential streets are not considered to fall within this category.

It is proposed that a policy that permits and regulates the use of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in Willoughby Local Government Area to specific locations such as around parks, ovals and selected places approved by Council is developed so that there is guidance on the use of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in Willoughby Local Government Area.

4. CONCLUSION

Boat-on-trailer parking in McClelland Street in front of Willoughby Park is considered an issue for residents in this locality. Following a request from Councillor Rozos community consultation was undertaken on a *8P Monday to Sunday* regulatory parking restrictions proposal to minimise the level of long stay boat-on-trailer parking on the local road network surrounding Willoughby Park including McClelland Street, Fourth Avenue and Robert Street.

The community consultation has revealed that there is strong opposition to the proposal to implement *8P Monday to Sunday* regulatory parking restrictions. In view of the level of opposition as compared to support it considered that this proposal should not proceed.

Two feasible options identified to manage boat-on-trailer parking in the vicinity of Willoughby Park that could be implemented immediately include *No Parking Motor Vehicle Excepted* regulatory parking restrictions and designating a small number spaces in the 90 degree parking area in Robert Street between Warrane Road and the Willoughby Bowling Club Car Park.

In light of the small number of boat-on-trailers parked in McClelland Street and the concerns with the loss of access and amenity with the broad application of any new parking restrictions it is recommended that *No Parking Motor Vehicle Excepted* regulatory parking restrictions is implemented in place of unrestricted parking in McClelland Street, south side of road, between Warrane Road and Fourth Avenue, North Willoughby. Existing street regulatory parking restrictions in Warrane Road, Fourth Avenue and Robert Street would be retained.

To support community understanding of the *No Parking Motor Vehicle Excepted* regulatory parking restrictions it is proposed to provide information to increase awareness, understanding and the correct use of road space with this parking restriction on Council's website and via a release of a letter to local residents in the precinct surrounding Willoughby Park.

To manage the assessment and management of roads impacted by boat-on-trailer parking it is proposed that a policy that permits and regulates the use of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in Willoughby Local Government Area be developed and approved by Council. The aim of the policy would be to specify locations such as around parks, ovals and selected places approved by Council, so that there is guidance on the use of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in Willoughby Local Government Area.

5. OFFICER'S RECOMMENDATION

That Council:

- **Approve the implementation of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in place of existing unrestricted parking in McClelland Street, south side of road only, between Warrane Road and Fourth Avenue.**
- **Approve the release of information on Council's website and via a letter to local residents in the precinct surrounding Willoughby Park on the *No Parking Motor Vehicle Excepted* regulatory parking restriction to support awareness, understanding and the correct use of road space with this parking restriction.**
- **Approve the development of a policy that permits and regulates the use of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in Willoughby Local Government Area to specific locations such as around parks, ovals and selected places approved by Council, is developed so that there is guidance on the use of *No Parking Motor Vehicle Excepted* regulatory parking restrictions in Willoughby Local Government Area.**

Boat-On-Trailer Parking – Actions undertaken by Northern Sydney Regional Organisation of Councils (NSROC), Northern Beaches, Ku-ring-gai and Lane Cove Council's

Consultation has been undertaken with Northern Sydney Regional Organisation of Councils (NSROC), Northern Beaches, Ku-ring-gai and Lane Cove Council's. A summary of information collected is provided below:

Agency	Advice received
NSROC	<p>Communicated with Hon Gabrielle Upton MP in early 2018 requesting an amendment to Section 15A of the Impounding Act 1993 to include all types of trailers including trailers, caravans and advertising vehicles, not just for boats.</p> <p>Advice received by NSROC highlighted the permission to, and use of "No Parking – Motor Vehicles Excepted" signs by some Sydney Councils to allow the parking of motor vehicles and restrict the parking of all types of trailers and caravans in problem areas. The use of the sign is encouraged in the boat trailer impounding guideline issued by the Office of Local Government (OLG) in December 2017.</p> <p>NSW Government does not intend to further amend the Impounding Act 1993 at this time however the Minister has asked the OLG to review the boat trailer provisions after July 2019. Consultation with Council's would be undertaken as part of this review.</p>
Northern Beaches Council	<p>Implemented "No Parking – Motor Vehicles Excepted" signs in specific problem areas for a 6 month trial. The trial is still in progress and is expected to completed in November 2018.</p> <p>An assessment of the impact of the signs will be undertaken following completion of the trial.</p>
Ku-ring-gai Council	<p>Implemented "No Parking – Motor Vehicles Excepted" signs in specific problem areas for a 6 month trial. The trial is still in progress and is expected to completed soon.</p> <p>An assessment of the impact of the signs will be undertaken following completion of the trial.</p>
Lane Cove Council	<p>Implemented "10P 8 am – 8 pm Parking" signs in a specific problem area.</p>

Gordon Farrelly
Traffic and Transport Team Leader



MEMO

Memo To: -

Memo From: Gordon Farrelly
Traffic and Transport Team Leader

CC: -

Date: 12 February 2019

Subject: Willoughby Park North Willoughby 8P Monday to Sunday regulatory parking restrictions - Community Submissions Assessment Report

BACKGROUND

Community feedback was sought on a proposal to implement *8P Monday to Sunday* regulatory parking restrictions to eliminate long term boat trailer parking in the following locations:

- McClelland Street, south side of road only, between Warrane Road and Fourth Avenue
- Fourth Avenue, west side of road only, between McClelland Street and Robert Street; and
- Robert Street, north side of road, between Warrane Road and Fourth Avenue including the indented parking bay east of Warrane Road

The proposal will not impact on existing Mail Zone, Bus Zone, No Parking, Motor Cycle parking and No Stopping restrictions in the above-mentioned streets.

Community consultation was undertaken between Thursday 9 August 2018 to Sunday 9 September 2018. Around 600 letters were delivered to the local community, Have You Say site was provided on Council's website (101 visits comprising - 86 aware participants, 39 informed participants and 18 engaged participants) and a community drop-in session was also held on Thursday 9 August 2018.

CURRENT POSITION

Fifty one (51) responses were received; fifteen (15) in support, thirty five (35) opposed and one (1) asked a question about the proposal. The community feedback received is listed in the table below:

Name and Address	Support / Oppose	Comments
-	Support	8P doesn't go far enough. Street parking is a shared resource. Cars, boats or motorcycles parked for days and weeks on end in one spot means those spots cannot be used by the rest of the community. Change the whole council area to a maximum of 24 hours parking and get lazy residents, boat owners and others to change their behaviour. i.e. use their driveways and garages, sell vehicles or make other arrangements.

MEMO

-	Support	Very concerned that this approach by council will only move the boats and trailers into other nearby streets.
-	Oppose	Restrictions should be specific to boats and trailers. Residents should not be punished for the actions of non-residents.
-	Support	Boat and other trailers parked in various narrow streets in Willoughby need to be addressed.
-	Oppose	Limit boat parking only.
-	Support	<p>The Council has gone to some trouble and expense to provide a public amenity that is enjoyed by large number of people of all ages at various times of the day. The parking of boats and trailers prevents them using parking areas around the park.</p> <p>If boat owners are responsible citizens they should take the responsibility for parking their vehicles etc ON THEIR OWN property where it is less likely to be vandalised.</p>
-	Support	<p>Thank you for the opportunity to voice our opinion on this issue. We support parking restrictions around the Willoughby Park. The proposed 8P zone seems a reasonable option for the true visitors of the Park. However, our street (Warrane Rd) was for some reason exempt from these restrictions.</p> <p>We strongly believe that this parking restriction should include Warrane Rd or people will simply all flock and park in Warrane Rd as the matter of convenience. Our street is already clogged with parked cars as it is, especially on days when there are events happening.</p> <p>I can see three boats parked within 50m from my home. So, just to stress our main point: if you decide to do something (restrict or not) please do it for all four streets surrounding the park equally. By implicitly allowing parking in Warrane Rd, the consequence will be that people will be simply parking on our street first. We are not asking for special treatment - just for equal treatment of all four streets. (why our street got this "special treatment" and was left out in the first place? - We cannot be sure.).</p> <p>One more thing. If you were to introduce the restricted parking please consider exemption stickers just for those residents on the affected sections so we can have family and friends visit for longer, say at Christmas time or similar occasions.</p>
-	Oppose	<p>I have lived at Fourth Ave for over 30 years. I have no off street parking and currently have 2 cars belonging to family members which need parking spots. McClelland St is a busy commuter parking street for people catching buses into the city, as well as for people living along Eastern Valley Way, where there are clearway restrictions.</p> <p>If these parking restrictions went ahead around the park, this would mean "our" part of McClelland St and Fourth Ave would become even more congested than it currently is, with people looking for longer than eight hour parking so they can commute to the city for the day or park during clearway restrictions.</p> <p>Added to this, we always have the added burden of finding a park during the football and athletic seasons when games in Willoughby Park and Aloysius Oval flood the area with visitors.</p>

MEMO

		<p>I really feel there needs to be some consideration and support from the council for the local ratepayers who have no off street parking and already compete on a daily basis for parking spots. As some compensation needs to be provided, perhaps this section of McClelland St could be made "for residents only".</p> <p>I have no off street parking and currently have 2 cars belonging to family members which need parking spots. McClelland St is a busy commuter parking street for people catching buses into the city, as well as for people living along Eastern Valley Way, where there are clearway restrictions. If these parking restrictions went ahead around the park, this would mean "our" part of McClelland St and Fourth Ave would become even more congested than it currently is, with people looking for longer than eight hour parking so they can commute to the city for the day or park during clearway restrictions.</p> <p>Added to this, we always have the added burden of finding a park during the football and athletic seasons when games in Willoughby Park and Aloysius Oval flood the area with visitors.</p> <p>I really feel there needs to be some consideration and support from the council for the local ratepayers who have no off street parking and already compete on a daily basis for parking spots. As some compensation needs to be provided, perhaps this section of McClelland St could be made "for residents only".</p>
-	Oppose	<p>I am totally opposed to the proposal to implement 8P Monday to Sunday regulatory parking restrictions around Willoughby Park, bordered by McClelland Street, Warrane Road, Robert Street and Fourth Avenue for the reasons listed below.</p> <p>As a resident in the affected section of Fourth Avenue (between Robert and McClelland streets) for over 13 years, I do not agree that there is any problem to be solved. The problem is described as relating primarily to the number of boat trailers parked in the affected area.</p> <p>The proposed solution is a restriction that affects all vehicle types, in particular the residents of the affected streets, more than it does the owners of the boat trailers who may park in the affected area. Boat trailer owners will still be allowed to park their boat trailers in any surrounding area (including the other side of the road), so the proposed solution serves only to move the problem from one side of the street to the other.</p> <p>Should the proposal proceed, there will be loss of parking opportunities for residents, visual intrusion outside their properties (should large boats move in front of properties to avoid the 8P restriction) and a reduction in road safety (boat trailers restricting vision for vehicles leaving their driveways onto a busy street, particularly during sporting events in Willoughby Park and St Aloysius' College Oval)</p> <p>I am most concerned about the potential safety impacts for vehicles exiting their driveways onto Fourth avenue with more visual obstructions (such as boat trailers, small trucks, large SUVs previously parked as "out of the way as possible", on the Western side of Fourth Avenue, now parked on the Eastern side of Fourth</p>

MEMO

		<p>avenue outside residents properties) obscuring drivers vision to any oncoming traffic on the road as they exit their driveways.</p> <p>As a rate payer since 2005, I've watched the rates climb from \$255 per quarter to \$450 per quarter. Enforcement of any 8P restriction by council rangers must come at a cost to ratepayers. I would very much prefer to see this money spent on facilities that benefit the local community or waste and recycling initiatives instead of enforcement efforts to solve a non-problem.</p>
-	Oppose	<p>Will not solve the problem of boats. Council should provide a council area for boats. Lived here since 1974.</p> <p>Many more cars now. Traffic too fast in the streets needs signage. Need white paint to highlight the crossing in McClelland st. Boats will be moved accross the road. Should be 3 to 4 hour limits to cater for parents and children as main users of the park.</p>
-	Oppose	
-	Support	<p>Don't understand why Warrane is excluded. Totally in support of 8 hour is only way to solve. If can afford to own boat can afford to store it.</p>
-	Oppose	<p>This 8hr proposal impinges heavily on the local residents of Fourth Ave and causes great distress and inconvenience to those living in the street, negatively impacts on the social cohesion of the resident/neighbours and does little to solve the boat parking issue.</p> <p>Residents living and around the park are very obliging to casual park users and accept that often we can not park outside, or even close to our homes, particularly when sport is on.</p> <p>Most residents do not have off street parking and residents opposite the park in Fourth Ave are NOT allowed to construct car ports on our land according to council regulations. Yet, in the proposals mentioned in the 9th Aug Drop-in meeting residents family lives/social concerns were not identified in any proposal by the Traffic Committee or Council (for whom it should be a priority).</p> <p>Signs saying 'No parking cars exempted' would settle the issue. (Signs displaying '8hr parking' restrictions and the preferred "No parking, cars exempted", would be the same in number.) Also, as in Castlecrag's Edinburgh Rd, marked parking bays(white line-markings on the road), a cars length only, could also be an alternative.</p> <p>Concurrently, representation should be made to the NSW State Government to introduce/review existing legislation to restrict boat parking to owners properties/private sector storage facilities.</p> <p>Please keep the residents informed of the outcomes/decision process, particularly as a number of Fourth Ave residents did not receive the letter box drop.</p>
-	Oppose	<p>Boats need to park somewhere, bordering on the park on wide streets is the best option. If they are restricted, the problem will just be moved elsewhere and boats will be parked directly outside homes in narrower streets.</p>

MEMO

-	<p>Oppose</p>	<p>We have many reasons for not supporting the proposed 8P Mon-Sun parking along Fourth Ave and around Willoughby Park. The key frustration is that this proposal actually hurts the residents for whom council should be supporting.</p> <p>We do not have enough private car parks for all the resident cars on Fourth Ave. If this proposal is implemented, not only will boats move to the housing side of the street for long term storage, there will be issues among and between residents who can no longer find parking outside their home.</p> <p>Furthermore, many of us (including our family) have relatives who visit us for extended periods and they also will not be able to park close to their destination with this proposal.</p> <p>Finally, it will only cause the problem that I understand to have created this proposal - long term boat storage on our streets - to move to another part of Willoughby.</p> <p>We are opposed to the proposal as set out in your letter, to create an 8P Monday to Sunday parking restriction on the western side of Fourth Avenue. We attended the community drop-in session and have submitted a brief paragraph as part of the survey on the haveyoursaywilloughby.com.au page.</p> <p>It is my understanding that this proposal was created to mitigate the increased number of boats and trailers utilising our streets for long term storage.</p> <p>Unfortunately, the proposal will not stop boats being stored in our streets and the proposal will create a much worse situation for residents and visitors.</p> <p>I would like to concentrate on the issues pertaining to Fourth Avenue. I have serious concerns that this proposal will negatively impact the residents and create issues of stress and discord among neighbours.</p> <p>Of the 23 residences that front Fourth Avenue, 5 have no off street parking at all and a further 2 effectively have no off street parking, 13 have one parking spot or garage with direct access to the street, and 3 have two off street car spaces with direct access to the street. With your proposal, there are not enough on street car parks to go around the vehicles that are currently registered here should parking only be on the house side. Which will be further impacted by boats being able to park on the residents side of the street under this proposal.</p> <p>In our own situation, we have room for one off street car but have two vehicles in our family. We have a speed hump taking up any chance of parking either side of the street directly outside our home. Already we end up parking our second car outside either the park of the homes of our neighbours. Today, I am unable to park opposite our house by the park as a boat and trailer have been there for 3 weeks. At present, our neighbours are tolerant when our car is outside their home. I suspect this may change if your proposal is implemented. In addition, we often have interstate relatives come for an extended visit (two weeks) - as do our</p>
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MEMO

		<p>neighbours. In both instances, the individuals are in their 70s and parking close to their destination is important.</p> <p>To conclude: if your proposal goes ahead it will cause:</p> <ol style="list-style-type: none"> 1. Issues of discord among neighbours 2. Extreme inconvenience and stress to the residents (and their family visiting) relating to parking 3. Boats to park on the residents side of the street <p>It will not resolve:</p> <ol style="list-style-type: none"> 1. Issues of boat and trailer storage on our street and neighbouring streets <p>If the boat storage occurring on Fourth Avenue is a real issue (and I question if it is?) I ask that council please explore alternative options as this proposal is not the right way to deal with boat and trailer storage around the park. Should council conclude that boats are an issue, then I suspect that the issue is one of boat owners using our streets as long-term storage. I would suggest that council engage with RMS to develop a permanent solution for boat owners to store their boats.</p>
-	Support	<p>8 hours is far too long, 6 hours is preferable.</p> <p>I am a resident for the last 25 years. I have contacted your office on many occasions in relation to parking on the western side of McClelland street for possible restrictions. The last call I made was this morning, I was told that a ranger will be dispatched to assess the situation. Will someone please confirm if this has been actioned?</p> <p>I request for parking restrictions on the western side of McClelland Street. The aim is to deter people for parking for indefinite period especially multiple boat owners leaving their boats for 28 days, have a use for a day and re-park same. The rule does not achieve anything.</p> <p>Weekend is a nightmare as the park is being used for school Saturday sports, people tend to park over our driveways due to lack of parking used by these boat owners who are not residents of our street. Last Friday I have witnessed the postman unable to park near the red box to collect mails due to space being used by boats and parked very close to the red box.</p>
-	Oppose	<p>Council is ignoring what the complaint was about which was only about extended parking of boats and trailers. The effect of this proposal will be to unnecessarily restrict the parking of residents cars. FAQ page 3 "potential negative impacts" does not refer to the obvious significant negative impact on residents. Residents will be prevented from parking overnight, or for any extended period, on the western side of Fourth Avenue.</p> <p>As a result residents will be fighting for spaces on the eastern side which does not have sufficient space to accommodate the needs off all residents.</p> <p>There are other options to restrict boat and trailer parking. For example Council noted at the community consultation meeting on the 9th August 2018 that Ku-Ring-Gai Council had used "No Parking Motor Vehicles Excepted" signs. This would allow motor</p>

MEMO

	<p>vehicles to continue parking but prevent boats and trailers. The solution should be to restrict the parking of boats and trailers around the Park, not penalise residents which Council's proposal does.</p> <p>Whichever way this issue is approached the effect is that the problem will be moved elsewhere so Council should be considering other options for the parking of boats and trailers such as dedicated boat parking areas.</p> <p>Submission concerning proposed parking restrictions at Willoughby Park I write in response to your letter dated 31 July 2018.</p> <p>Summary For reasons discussed below, I am totally opposed to the proposal as set out in your letter, to create an 8P Monday to Sunday parking restriction on the western side of Fourth Avenue. I believe the proposal is unnecessary for Fourth Avenue and will create a far worse situation for residents of our street than any issue raised by boat and bait trailer parking.</p> <p>I make no comment on the proposal insofar as it relates to McClelland Street and Robert Street as I do not live in either of those streets and the issues affecting residents of Fourth Avenue are likely to be quite different from those affecting residents of McClelland Street and Robert Street.</p> <p>My concerns at the proposal I have a number of concerns that fall into the following categories:</p> <ul style="list-style-type: none"> • Destruction of Social Cohesion if the proposal were implemented. • Extreme inconvenience and stress to residents of Fourth Avenue which will result from the proposal if implemented, particularly those with no off street parking or only one off street parking space. • Is the issue of boat parking in Fourth Avenue actually serious enough to take such extreme measures and will the proposal, as related to Fourth Avenue, overcome the issue of boat parking in Fourth Avenue (to the extent there is a real issue in this street) • What have been identified as the safety issues and could any identified safety issue be overcome by other simpler and less draconian measures? • Will the proposal actually create greater risks than it seeks to overcome? • Have other options been explored? <p>Background I moved to Fourth Willoughby East in 1981. Today marks our anniversary in what we have found to be a wonderful neighbourhood. Apart from the fact that we front onto a park with its great facilities, one of the reasons we have stayed so long at this address is the fact that over those years we have enjoyed an excellent relationship with our neighbours.</p>
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MEMO

	<p>A feature of Fourth Avenue is that, of the 23 residences that front that street between McClelland and Robert Streets, 5 have no off street parking at all, 2 effectively have no off street parking in view of the difficulty of access to garages at the back of the properties, 13 have one parking spot or garage with direct access to the street, and 3 have two off street car spaces with direct access to the street.</p> <p>Another feature is that the speed humps in the street each have a quite large abutment area that takes up at least one parking spot, thus reducing the parking in front of people's houses near the speed humps.</p> <p>I spoke with a representative of Council by phone on 2 August and she confirmed to me that there is no proposal for resident parking as part of the proposal. For reasons I discuss below, I would not support the proposal as applying to Fourth Avenue even if there were resident parking stickers, as I think the proposal is unnecessary under any circumstances.</p> <p>The proposal appears to arise from complaints from a number residents about boat parking around the park. In recent years, a number of non- resident boat owners have decided to park their boats or boat trailers around the park, particularly on the southern side of McClelland Street. To a more limited extent there have also been some boats parked on the western side of Fourth Avenue and on Robert Street.</p> <p>As I understand it, the people making the complaints assumed that the Council would be able to impose restrictions on the boat owners preventing them from their current long term parking beside the Park. However, when I mentioned to the Council representative that the issue was only the boats, not the parking of other vehicles, she made it clear to me that Council has no power to discriminate between types of registered vehicle, hence the suggestion of the 8P restriction.</p> <p>If this is so, then it clearly points to a need to lobby the State Government to expand the powers of Council, as the issue that was raised only relates to the boats and boat trailers and not to any other type of vehicle.</p> <p>McClelland Street and Robert Street make up the short axis of the Park. Fourth Avenue and Warrane Road make up the long axis. So the impact of boat and trailer parking is clearly magnified in McClelland Street and Robert Street.</p> <p>On 3 August, the numbers of boats and boat trailers parked around Willoughby Park (all on the park side of the respective roads) were as follows:</p> <ul style="list-style-type: none"> • McClelland Street Three boats and one large boat trailer (with no boat) • Robert Street One boat in the indented parking bays and one boat in the Bowling Club car park area (I assume the latter would not be affected by the proposal) • Fourth Avenue One small boat
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MEMO

	<ul style="list-style-type: none"> • Warrane Road One small boat. <p>The significant issue about boat and boat trailer parking is on McClelland Street where the park side of the road is now constantly affected by boat and boat trailer parking – usually 4 boats.</p> <p>One additional matter, and the only one that I am aware raises potential safety issues, is that there is usually a large boat parked in McClelland Street just west of the corner of Fourth Avenue, making it difficult for cars coming up Fourth Avenue to see cars coming from the left. That boat was not there on 3 August, but a large boat trailer was there in its place, perhaps to “hold the spot”. The T intersection of Fourth Avenue with McClelland Street has always been a difficult one, as it is not level. Fourth Avenue rises up a slight hill at this point. When turning into McClelland Street, it is necessary to edge tentatively into the street to actually see if anything is coming. Whilst there are sometimes large vehicles parked to the right (the eastern side of the intersection in front of 113 Fourth Avenue), they are not there on a permanent or semi permanent basis. On the other hand, the large boat is usually there on the western side (though as mentioned above not on 3 August).</p> <p>My Submissions <i>Destruction of Social Cohesion</i> In my view, a key issue for any local council is to seek, as best it can, to foster and maintain social cohesion among residents. It should not do anything that will destroy that cohesion. Social cohesion in the urban context can only really occur when neighbours get along with one another. In our years in Fourth Avenue, we have found that good neighbourly relationships have been a fundamental reason for us wanting continue to live here. Maintaining a harmonious relationship with ones neighbours is fundamental to a happy life.</p> <p>One aspect of the good neighbourly relations that exist in Fourth Avenue, arises from the fact that we front onto the Park. When it is not possible to park in front of your own house, there is an unwritten understanding that we all abide by, to the extent we can. We park across the road on the western side beside the Park.</p> <p>On occasion when the Park is in full use (and particularly when the St Aloysius Oval is also being used), we do have difficulty with finding a parking spot. But we have learned to live with that. In my own case we have three adults in the household and hence three cars. There is really only room for two cars to park in front of our house and we have no effective off street parking, in view of the difficulty of access to the garage at the back of our property.</p> <p>Many residences in Fourth Avenue have multiple cars and even when there is one off street parking spot, it is often necessary to park across the road beside the Park because of the eastern side being taken up by casual park users.</p> <p>Whilst the proposal might allow parking for 8 Hours, that will be of no use for overnight parking, or for weekend or longer term</p>
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MEMO

	<p>parking when people go away.</p> <p>In my opinion, this proposal will create a rift between neighbours as we will inevitably be fighting (hopefully I am using that term only in a metaphorical sense) for parking spots on the eastern side of Fourth Avenue, when the area across the road is effectively taken from us. Its simple arithmetic when you consider the number of cars in the various houses and the need for parking for those cars. No longer will we be able to park across the road unless we know we will be there for a relatively short period. So we will start taking up the parking spaces in front of our neighbours. The very thing that we have avoided all these years. In the case of my family, we will definitely be forced to park in front of neighbours houses to avoid parking fines. As noted above, we only have room for two cars in front of our house. On occasion when we go away for holidays, we could be parked in front of a neighbour's house for an extended period.</p> <p>And then if we park in front of a neighbour's house where will those neighbours park – clearly it will have to be in front of other neighbours houses. It's a domino effect where no one is a winner. Everyone will be a loser. We will all be upset and annoyed, in my view totally unnecessarily.</p> <p>Further, the western side will be empty overnight, making the annoyance factor even worse.</p> <p>Some might say that we should just urge Council to give us resident parking stickers allowing us unlimited parking. Even if Council were willing to do that, in our case we would need three, as there are three residents with three cars.</p> <p>But, as noted above, I do not support the proposal as applying to Fourth Avenue even if there were resident parking stickers. I, and many in the street, have visitors on occasion who need to park. I am from the country and have most of my family in country areas. Where will they park when they spend time with us?</p> <p>Also, the parents of one of my neighbours has a four wheel drive with a large trailer as they do a lot of travel around Australia. They visit my neighbours on occasion and need plenty of space to park. In view of the unwritten understanding mentioned above, they always park on the western side of Fourth Avenue beside the park. But where will they park in future – perhaps they will be forced to park in front of our house, thus eliminating the parking spaces nearest our home and forcing us to park in front of other houses in the street thus raising the issue of bad neighbourly relations mentioned above.</p> <p>I think the proposal is unnecessary under any circumstances and will be extremely damaging to good neighbourly relations. It should not proceed.</p> <p>Council might argue that no householder has any right to the spaces in the street in front of their house and use this to try to discredit my arguments above. Whilst it is clearly true that we have no legal rights, I have explained above how our street operates, how that is one way we maintain harmonious</p>
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MEMO

	<p>neighbourly relations and how Council's proposal will destroy that. Unnecessary inconvenience and stress to residents of Fourth Avenue which will result from the proposal if implemented, particularly those with no off street parking or only one off street parking space</p> <p>Modern life comes with many stresses and we learn to live with them as best we can. But for Council to create unnecessary stresses on its citizens is unconscionable.</p> <p>The concept of timed parking restrictions always carries with it stress. When did I park the car? When will my time expire? Will I be able to find a spot late at night within a safe distance from my house?</p> <p>The stress and inconvenience that this proposal will cause is in my view totally unnecessary because the proposal is unnecessary, insofar as it applies to Fourth Avenue. Some might suggest that we could easily just park on the indented untimed parking spaces on the opposite side of the park (the eastern side of Warrane Road). But that would just create a whole new area of stress in light of cases such as the recent vicious rape and murder of the young woman in Melbourne while walking across a similar park late at night. Even though the proposal (if implemented) might effectively force them to park there at night if there are no spaces left on the eastern side of Fourth Avenue, there is absolutely no way that I would countenance my wife or daughter parking over on that side of the park and walking home at night. I would hope that Council would also see that this is out of the question.</p> <p>Is the issue of boat parking in Fourth Avenue actually serious enough to take such extreme measures and will the proposal, as related to Fourth Avenue, overcome the issue of boat parking in Fourth Avenue (to the extent there is a real issue in this street)?</p> <p>My answer to the first part of this question is a definite no. As noted above, Fourth Avenue is on the long axis of the Park and I do not recall more than 2, maybe 3, boats ever parking on the western side of Fourth Avenue. When one compares the issue of boat parking on Fourth Avenue with the ramifications of introducing the proposed parking restrictions, I see the parking restrictions as far worse than any minor inconvenience the few boats that have parked in Fourth Avenue might cause.</p> <p>Some might suggest that if the parking restrictions are imposed on McClelland Street and not on Fourth Avenue, then the boats currently on McClelland Street will move around the corner into Fourth Avenue. That is possible and would cause us more inconvenience, but even with the four boats that regularly park on McClelland Street moving to Fourth Avenue, that would still leave a lot more space for our cars on the western Park side of the road than if the proposed parking restrictions are imposed on us.</p> <p>Then there is the other obvious point. If the boats can't park on the western side of Fourth Avenue, because of the proposed parking restrictions, what is to stop them from parking on the eastern side in front of our houses and making the situation of</p>
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MEMO

	<p>limited parking on the eastern side even worse for us.</p> <p>So my answer to the second part of the question is again no. The proposal for 8P parking restrictions is most unlikely to overcome any issue of boat parking in Fourth Avenue. And even if it did, the problems I have identified above would in my view far outweigh any benefit from imposing these restrictions on us.</p> <p><i>What have been identified as the safety issues and could any identified safety issue be overcome by other simpler and less draconian measures.</i></p> <p>As noted above, the only real safety issue that I am aware of, affecting residents of Fourth Avenue, is the large boat that is usually parked in McClelland Street just west of the corner of Fourth Avenue. Because of the geography of Fourth Avenue rising up a slight hill, it is difficult for cars coming up Fourth Avenue to see cars coming from the left along McClelland Street when this boat is parked there on a semi-permanent basis.</p> <p>I would suggest however that this issue could be resolved by the simple expedient of placing a No Parking zone running say 15 metres west along McClelland Street from the current No Stopping sign, or perhaps some form of timed restricted parking for this area, if the residents of McClelland Street are happy with one or other of these proposals.</p> <p>If the McClelland Street residents are happy with 8P parking on the southern side of their street beside the Park, then that would of course also eliminate the issue.</p> <p>There may be other safety issues that I am not aware of, and if so I would appreciate hearing from Council about those issues.</p> <p><i>Will the proposal actually create greater risks than it seeks to overcome?</i></p> <p>I have indicated above that there are very clear risks arising from the proposal. The most obvious is the risk of destruction of social cohesion in a neighbourhood that has, till now, prided itself on such cohesion.</p> <p>Another is the risk noted above, arising from any expectation that residents of Fourth Avenue might be expected to park in the indented area on Warrane Road late at night and walk home across the Park. This is not acceptable for reasons already mentioned.</p> <p>I believe the various risks I have identified will far outweigh any benefit perceived from the introduction of the proposed 8P parking in Fourth Avenue.</p> <p><i>Have other options been explored</i></p> <p>As noted above, I understand that Council has no power to regulate the real problem here, ie parking of boats and trailers, without also regulating the parking of all other vehicles. That seems to mean there needs to be a legislative fix from the State</p>
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MEMO

	<p>Government. If so, then that avenue clearly needs to be explored.</p> <p>But even within Council's existing powers, I am assuming that Council must have the power to regulate the length and width of vehicles parking in its streets. Assuming that to be the case, why doesn't Council impose a length and width restriction, coupled perhaps with a timing restriction to allow for service vehicles etc, to carry out their work. That would at least remove the larger boats and trailers from the streets.</p> <p>Even then, there will still be the problem for boat owners of where to park their boats. It seems likely that with the net worth of residents in the area increasing, there are likely to be more boats in future. Has Council thought of creating dedicated boat parking areas, perhaps near to marinas or boat ramps, where boat owners can park their boats for a fee? This would obviously have to be coupled with broader restrictions following appropriate legislation to extend Council's powers to regulate parking of boats and trailers in suburban streets.</p> <p>Conclusion</p> <p>For the reasons discussed in detail above I am opposed to the proposal to introduce 8P Monday to Sunday regulatory parking restrictions in Fourth Avenue Willoughby. I believe it will create much greater problems than those it seeks to overcome.</p> <p>Supplementary Submission concerning proposed parking restrictions at Willoughby Park</p> <p>I refer to my submission dated 5 August 2018 and I thank Council for the opportunity to attend the Drop in Session at Willoughby Park Centre on 9 August, where I was able to further express my opinion on the proposed parking restrictions around Willoughby Park.</p> <p>I reconfirm my firm opposition to the proposal for 8P Monday to Sunday (24x7) parking restrictions on the western side of Fourth Avenue Willoughby between McClelland Street and Robert Street.</p> <p>My basic submissions are:</p> <ol style="list-style-type: none"> 1 The boat trailer parking issue should be dealt with in a way that does not impact resident car parking in Fourth Avenue. 2 The boat trailer parking issue is not significant enough to create a need for the proposed 8P Monday to Sunday (24x7) parking restrictions in Fourth Avenue, which will operate to the considerable detriment of residents in Fourth Avenue in restricting their car parking. 3 If there were no other option than that proposed, it would be better that there be no parking restrictions imposed in Fourth Avenue at all. 4 If the boat trailer parking issue is considered by Council to be significant enough to create a need for some form of parking restriction in Fourth Avenue, then an option that would stop the boats but not impact on residents' car parking should be adopted.
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MEMO

		<p>One possibility would be a No Parking – Motor Vehicles excepted (or similar) as has been adopted elsewhere.</p> <p>I have read the Local Traffic Committee report for its 20 June meeting and I note that the issue identified seems to relate almost exclusively to concerns about boat trailer parking in McClelland Street. Fourth Avenue has been included in the proposal, when the information in the report shows that only one boat trailer was parked in Fourth Avenue at relevant times (as noted below, today there are no boat trailers in Fourth Avenue). Interestingly Warrane Road has had one boat trailer parked beside the Park for a considerable period of time but it has not been brought under the proposal.</p> <p>The reason for the proposal, as expressed in the Council FAQ document handed out at the Council's 9 August Drop in Session, is because:</p> <p style="padding-left: 40px;">“Council has received submissions from local residents concerned with on-going boat trailer parking around Willoughby Park. Residents have highlighted that boat trailer parking leads to a loss of parking opportunities, visual intrusion and a reduction in road safety”.</p> <p>My comments on these issues are:</p> <p><i>Boat trailer parking leads to a loss of parking opportunities</i> The proposal for 8P Monday to Sunday (24x7) parking restrictions on my street, Fourth Avenue, will lead to a much greater loss of car parking opportunities for residents of this street, than any boat trailer parking that currently occurs.</p> <p>It will, for example, prevent us from parking overnight on the western side of Fourth Avenue when many residents do not have off street parking sufficient for the cars attached to their household. It will mean the western side of Fourth Avenue will effectively be empty overnight and residents will be forced to find parking spaces potentially a long way from their homes, either on the eastern side of the street or on other streets.</p> <p>At 10.30pm on Tuesday 4 September I counted 14 cars and one truck parked on the western side of Fourth Avenue between McClelland Street and the speed hump closest to Robert Street. The eastern side was essentially parked out that evening as well. On the basis that most of the cars and truck parked on the western side were there overnight, where would they park in future if Council's proposal were adopted?</p> <p>I do not believe the boat parking issue is in any way serious enough to countenance a proposal as radical as that proposed by Council. If implemented, the proposed restrictions will operate to the serious detriment of us residents.</p> <p>I advised in my submission of 5 August that the number of boats parked around Willoughby Park at that time was as follows:</p> <table style="margin-left: 40px;"> <tr> <td>McClelland Street</td> <td>Three boats and one large boat trailer (with no boat)</td> </tr> </table>	McClelland Street	Three boats and one large boat trailer (with no boat)
McClelland Street	Three boats and one large boat trailer (with no boat)			

MEMO

		<p>Robert Street One boat in the indented parking bays and one boat in the Bowling Club car park area (I assumed the latter would not be affected by the proposal)</p> <p>Fourth Avenue One small boat Warrane Road One small boat (not affected by the proposal as the proposal does not extend to Warrane Road).</p> <p>In the three streets affected by Council's proposal there were therefore only five boats and one boat trailer.</p> <p>Since that time I have monitored the situation and there have on no occasion been more boats and boat trailers than as set out above. Today (7 September) the situation is as follows:</p> <p>McClelland Street Two small boats Robert Street No boats parked in public parking areas. One boat in the Bowling Club car park area (again I have assumed this would not be affected by the proposal)</p> <p>Fourth Avenue No boats at all. Warrane Road One small boat (not affected by the proposal as the proposal does not extend to Warrane Road).</p> <p>Therefore the situation today is that there are only two small boats on any of the affected streets, both being on McClelland Street. There are none on my street Fourth Avenue.</p> <p>The boat parking issue is clearly not a serious one and the solution proposed will generate much more serious car parking issues for residents. It will lead to much greater loss of car parking opportunities for residents with the many consequences I raised in my 5 August submission.</p> <p>Visual intrusion Some people may see this as an issue. I don't.</p> <p>And if it comes down to a choice between seeing a few boats on the streets and effectively sacrificing the ability to use the western side of Fourth Avenue to park ones car, except for short periods, I can't accept that any resident would really think such a sacrifice was worth it.</p> <p>Reduction in road safety I mentioned in my letter of 5 August that the only real safety issue that I was aware of, affecting residents of Fourth Avenue, was the large boat that was usually parked in McClelland Street just west of the corner of Fourth Avenue. Because of the geography of Fourth Avenue rising up a slight hill, it is difficult for cars coming up Fourth Avenue to see cars coming from the left along McClelland Street when this boat is parked there on a semi-permanent basis.</p>
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MEMO

		<p>This boat was not there at the time of my 5 August submission and has not been there since that time.</p> <p>Assuming the boat owner may wish to bring his/her boat back to this spot, I remain of the view that the safety issue could be resolved by the simple expedient of placing a No Parking zone running say 15 metres west along McClelland Street from the current No Stopping sign, or perhaps some form of timed restricted parking for this spot.</p> <p>Need to explore other options If some form of parking restriction is considered necessary, this has to be done in a way that does not create a greater problem for residents of Fourth Avenue than the problem it seeks to overcome.</p> <p>Frankly I do not consider it necessary, but one option would be the introduction of a No Parking – Motor Vehicles excepted restriction. This would completely stop boat trailer parking but would not restrict car parking. It would of course have the effect of preventing any form of trailer parking, which may disadvantage some residents. At the 9 August Drop In session this was shown in the poster materials pinned to the wall as an option that had been used in Ku Ring Gai.</p> <p>I trust that Council will take these submissions into account, as the current proposal has serious adverse ramifications for us residents of Fourth Avenue.</p>
-	Oppose	Fully endorse the comments made by fellow resident regarding this issue.
-	Support	<p>I strongly support the 8P parking restriction provided it is enforced by the rangers and police at a regular basis. The only concern of the implementation are that those inconsiderate boat owners will simply relocate their boats to other part of the street. They will not hesitate to leave their boats in front of the local residents' houses.</p> <p>I live in Stan Street, which is a narrow street and a boat has already been left in front of 2 Stan Street since two weeks ago. I believe the best solution is to introduce a total ban of boat trailer parking on street. If people can afford to buy a boat for leisure activity, it become their responsibility to find a private storage for their property instead of creating this problem for the local community. There are quite a few private storage warehouses for hire in the nearby Chatswood area.</p> <p>If those boat owners cannot afford a private storage, they simply should not keep a boat at all for leisure activity. I do not believe they use the boat to travel to work or to make a living.</p> <p>When one boat start parking on the street, it becomes a domino effect that other people will use that as an acceptable excuse to dump their boats at the same location one after another. This is not acceptable and simply a selfish act towards the rest of the community.</p>
-	Oppose	Oppose unless a more comprehensive solution is found to restrict private boat parking in local streets. Council should discuss changing the legislation to give Council more flexibility to address trailer boats in local streets.

MEMO

		<p>I generally support your proposal for parking restrictions to stop the ever increasing number of trailer boat owners using the area for permanent parking. They are unsightly and in some cases a traffic hazard. They also make it virtually impossible for the Council to maintain the cleaning of gutters.</p> <p>As your records will show we have had problems with trailer boats using First Ave as a long term parking area. Due to the narrow width of First Ave it can be very difficult to safely reverse out of driveway as clear vision of the road is obstructed. In many cases it has been the Willoughby Bus Depot employees living out of area who have parked their trailer boats in First Ave.</p> <p>Despite complaints by various residents to Depot Management they have seemed either unwilling or unable to do anything about it.</p> <p>My concern with your proposal is that this will only be a short term solution resulting in an increasing number of trailer boats being parked in the neighbouring streets which will be unsightly and unsafe as most of local streets are narrow.</p> <p>Maybe the time has come for Council to consider implementing a parking permit scheme similar to that operating in neighbouring Councils including North Sydney and Northern Beaches. This would protect local residents while ensuring the trailer boats are completely removed from the area.</p> <p>In regard to Willoughby Bus Depot the Council may consider adjusting the parking restriction to allow employees to park their cars long enough to complete their work shift.</p>
-	Support	<p>In my view they do not go far enough. Boat owners will simply move their boats to other locations such as adjacent to the Bus Depot. All streets in Willoughby/ Willoughby East and Northbridge should be for cars only with clear communications to residents with multiple cars that this will not restrict parking of their cars. Boats should be stored within a property or at a boat storage facility only. Stop the boats. Mothers cannot park, street sweepers can't clean and boats are unsightly and a danger to motorists. Please fix this problem.</p>
-	Neither support or oppose	<p>We live directly opposite Willoughby Park.</p> <p>We personally attended the consultation evening and understood that there are a number of options being considered.</p> <p>From our perspective the most important principals to observe are that community access to the Park is retained, resident parking is optimised and that the Park does not in itself become surrounded with trailers and boats. This would have a strongly detrimental impact on both the outlook from our house to the Park, ability to park (especially during increasingly peak usage periods), safety due to driver and pedestrian obstruction, and also for those that want to visit the park on weekends.</p> <p>My experience as a boat owner (with a trailer parked at a friend's house in Lindfield) is that once an area becomes known as a convenient and acceptable place to park boats/trailers, then it</p>

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		<p>doesn't take long for word to get around and overtime these items accumulate. Whilst this hasn't happened around the Park as yet, it has in other areas in the Willoughby Council area and certainly Centennial Park in Randwick is an eyesore. From my experience invariably the boats belong to non-residents.</p> <p>We wouldn't want to specify a solution other than to say something needs to be done to retain the amenity, maximise resident parking options and the Park vista for residence noting that there is a premium paid from a real estate perspective for living opposite such a wonderful public amenity. The Council have increasingly given access to clubs such as Northbridge Soccer and AFL's Willoughby Wildcats so patronage to the park is on the rise.</p> <p>Any solution which restricts parking needs to be met with a mandatory resident solution, such as parking permits, as parking can be difficult at peak times and off street parking is not available to all residents. Limiting parking to 8 hours will impact cars left for longer while on holidays, for example. There are limited houses with off street parking and the Council has not encouraged carports in the front of houses from a DA perspective in our particular section of Fourth Avenue.</p> <p>We understand that Council is working to a community based solution. Perhaps approaching a restriction that differentiates cars from trailers and boats (assuming by laws allow this) would be the simplest way forward.</p>
-	Oppose	<p>I was unable to attend the drop in session on Thursday 9th August 2018, but I am concerned about the possibility of rezoning this area and being unable to continue to be able to park my boat trailer there.</p> <p>McClelland Street is one of the only wide streets that really does not disadvantage, nor does it spatially or visually inconvenience anyone.</p> <p>I have lived at Glenroy Avenue for the past 25 years and indeed it definitely is not wide enough for the public.</p> <p>Since new legislation has come in can you recommend what options boat owners may have? Does council support permits for trailers and boats to park somewhere locally?</p> <p>I do hope that council does not implement these new recommendations.</p>
-	Oppose	<p>As a long term resident of Robert Street Willoughby we express concerns regarding 8P parking. 8P parking will only benefit those "visiting" the area, it will not benefit residents residing around the park area.</p> <p>We live in Robert Street and have been pushed to park in Fourth Avenue, that short distance is not a concern. Contributing factors to congested parking being commercial businesses on Robert Street and eastern valley way, residents from Eastern Valley Way seeking parking, city bus stops on Eastern Valley Way commuters seeking parking. 8P parking in Fourth Avenue will also push Fourth Avenue residents and those living close by to park even</p>

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		<p>further away from residences. Due to the nature of design beyond the resident's control, many Fourth Avenue premises (and much of Willoughby) do not have adequate parking for the amount of people and household cars, they may either have no parking or share an access driveway to the rear of their homes which are not necessarily useable for parking in this era for the size of vehicles. Being a high demographic of families with children, as the younger generation grow and learn to drive there will be more cars, there will always be a need for Fourth Avenue residents and those residing close by to be able to park their cars on the street and have access to parking on the park side for longer than 8 hours.</p> <p>We don't want the area to be a parking lot for trailers and boats from outer area, nor is it fair to penalise residents who have a boat or trailer and one car, when a neighbour with 3 cars can park on the street.</p> <p>North Sydney area seems to have an effective policy in place, we look forward to the residents requirements for residential parking to be continued. Thank you</p>
-	Oppose	<p>I am a resident and fully endorse the comments made by fellow resident (letter dated 5/8/18 to Gordon Farrelly) regarding this issue.</p> <p>This proposal is extreme and unnecessary.</p> <p>Our household together with fellow neighbours at Fourth Avenue, who are currently overseas, oppose the introduction of 8P Monday to Sunday parking restrictions.</p>
-	Oppose	<p>We certainly hope that our frustration and anger/anxiety will not turn to waste again.</p> <p>Hopefully, this time Council and staff will not turn a blind eye to the problems that cannot be ignored.</p> <p>As stated, the problem will NEVER be resolved until there is parking restrictions. It MUST NOT be too long, a compromise should be made ie: 6P but definitely not 8P.</p> <p>Residents will complain whether they live in the immediate vicinity or not. Therefore, all residents should be issued resident parking stickers if Council is determined to fix the very problematic issues.</p> <p>Boats and any towable vehicles must not park on streets for a long period of time.</p> <p>Boat owners must park them in their own carport, garage or boat shed.</p> <p>Why should other people be penalised or have to suffer because of boat owners that are inconveniencing many.</p> <p>To reiterate my point, parks are very valuable and very important to everyone and should be protected at all costs. They are for everybody's enjoyment at all times.</p> <p>Council MUST lobby State Government to make it law when it</p>

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	<p>comes to boat owners parking in general areas.</p> <p>P.S. We have lived in Fourth Avenue since January 1979 but have been in Willoughby since 1977 AND we have seen all changes in surrounding areas.</p> <p>Frankly, the proposal of 8P is doomed. It is too long and requires regular patrols to police compliance.</p> <p>Unless Council properly and strictly monitor the parking issues ON A DAILY BASIS, it will not work.</p> <p>The people who own those boats and trailers are going to abuse the system unless Council staff absolutely do their job everyday of monitoring the parking and issue fines accordingly.</p> <p>Willoughby Park is the responsibility of the Council. We as owners living around pay our rates to enable Council to do their job of looking after our parks and surrounding areas.</p> <p>Willoughby Park is used every weekend by lots of people doing sports and recreation. As well there is a nearby school sports ground that has significant weekend traffic.</p> <p>Just last weekend, the whole area was completely parked out and traffic was horrendous; cars everywhere and there was no available parking because of boats and trailers.</p> <p>Householders received correspondence from the Council. It should be circulated to all people who utilise Willoughby Park and school grounds on Tyneside Avenue as they are all affected as well.</p> <p>Time will come that serious incidents will happen</p> <p>This issue MUST BE RESOLVED ONE WAY OR ANOTHER. It cannot go on like this.</p> <p>However, I need to cite what happened last Saturday morning. Fourth Avenue was completely parked out and a car was blocking the street waiting to see if any car was to leave.</p> <p>This problem is because of the boats that are parked on McClelland Street and Fourth Avenue.</p> <p>Willoughby Park belongs to the community and not the owners of the boats parking there.</p> <p>The few owners who do not support the restrictions must have their own vested interests. They are most probably the boat owners.</p> <p>The law is very inadequate and the Council MUST lobby for it to be changed. Firstly, the law should apply to all towable vehicles</p>
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		<p>NOT just boat trailers.</p> <p>The 28 day rule MUST be amended to refer to a public thoroughfare so as to prevent circumvention of the rule by moving the offending towable vehicle from one space to another.</p> <p>Above problem has to stop. If Council is unable to do anything, what is the purpose of having one.</p> <p>This email is in regard to Willoughby Park and adjoining streets.</p> <p>I have been living in Fourth Avenue for nearly 40 years.</p> <p>I have been very disappointed that the Council has lost the plot in regard to parking.</p> <p>This "Park" is for the community to enjoy and share at any time. We pay our rates every year to ensure that all community/common public areas are looked after.</p> <p>Streets around Willoughby Park have become boats as well as various trailers and vans parking. The Council has lost control and/or power to do something. Not only is it unsightly but residents cannot enjoy the use of the park properly. Parking spaces in these areas are in high demand at most times and they should not be taken up by boats storage and trailers, etc.</p> <p>Residents who can afford to own a boat especially as big as those parked there all the time have money to pay for a garage or car parking facilities. However, as they can get away by parking on the street, this is what is happening.</p> <p>We own a boat but we do not park it in a public area.</p> <p>Parking restrictions MUST be imposed on all areas where community and/or residents have access and use facilities AT ALL TIMES.</p> <p>It is about time everybody has a say with this problem, NOT ONLY those who live on McClelland Street but people that use the park at any time.</p> <p><u>PLEASE HAVE THIS MATTER DEALT WITH URGENTLY.</u></p>
-	Oppose	<p>I agree that the boat trailer parking issue in this area should be addressed. However, my main concern is that the problem will only be moved on to another location which could exacerbate the problem.</p> <p>My comments are:</p> <ol style="list-style-type: none"> 1. Can you please ensure that Council's solution does not result in boat trailers being moved into other side streets such as Robert Street, Edna Street, Stan Street or Alexander Ave as those streets are very narrow and any boat trailers parked in those streets will cause a safety issue for pedestrians and cars trying to navigate around trailers, 2. Garbage collection on Monday mornings will be almost

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		<p>impossible if the larger boat trailers are parked in Edna or Stan Streets; and</p> <p>3. Is it possible for Council to pass a law requiring all boat trailers and caravans to be parked within the owner's property instead of on public streets? Alternatively, can existing carpark areas, such as the Willoughby Leisure Centre, be designated for boat trailer parking?</p> <p>Thank you for considering this issue and I look forward to your resolution that does not simply move the problem into narrow side streets.</p>
-	<p>Oppose</p>	<p>While I do share concerns about safety issues that arise as a result of boats parked on our streets, I do not support the proposed parking restrictions that would limit all parking to 8 hours, Monday to Sunday, along the western side of Fourth Avenue between Robert and McLelland Sts.</p> <p>My concerns relate mainly to the mass of these boats - their width and height is of such a scale that visibility is restricted for both pedestrians and motorists. It is difficult to see over or around them - forcing pedestrians and vehicles to partially enter the roadway in order to gain adequate visibility to determine whether they are able to cross/enter. This is unsafe.</p> <p>Having said this, in my opinion, the "solution" as currently proposed by Council would only serve to create even greater and more serious problems in our community.</p> <p>I attended Council's drop-in session on 9 August and carefully considered the points put forward. It became clear to me that the true impact of the proposed solution on residents in Fourth Ave had not been considered when compiling the very short list (2 items) of disadvantages.</p> <p>For the 23 plus years we have lived on Fourth Ave, we have enjoyed being part of a very healthy and harmonious community - one where residents are considerate, respectful and supportive of one another. There is an unwritten protocol amongst residents that we avoid parking in front of another's home. This can, at times, be difficult given many homes have little or no off-street parking, parking obstructed by traffic calming devices and limited parking when events are on in the park or at St Aloysius' playing fields. Also, many families now have adult children living at home. This places further pressure on parking. Nonetheless, we each do our best to adhere to this protocol.</p> <p>In our case, not only do we have no off-street parking, we also have a footpath tree which sheds branches so frequently that we can no longer park in front of our home unless we wish to accept further damage to our vehicles from falling branches.</p> <p>Consequently, we rely on being able to park, unrestricted, on the western side of Fourth Ave. If timed parking was introduced we would have no option but to fight for the limited spaces in front of our neighbours' homes. This will result in the deterioration of our lovely community.</p> <p>Like a number of our neighbours, we have family that do not</p>

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		<p>reside in Sydney. Where will they park when they visit us for a week or so?</p> <p>I would be interested to know where the owners of these boats and boat trailers reside. It seems they choose not to park in their neighbourhood so as to keep the peace there but are happy to disrupt other neighbourhoods. Our family has a boat and while we would love to have it in Sydney where we would get more use out of it we have nowhere to park it on our land in Sydney so it is stored at our holiday house wholly within our property. We would not dream of storing our boat and trailer anywhere that it would impact on others. If you own a boat/boat trailer you need to either park it on your own property, in a designated trailer parking area or hire a storage facility. Leaving it where it affects the safety and happiness of the community should not be an option.</p> <p>Boats and boat trailers are the issue not motor vehicles. While I had initially been told by Council that there was no way to differentiate between motor vehicles and boat trailers, I know understand, from the drop-in session that this is not the case and that the option exists to introduce signage which only allows motor vehicles to park along streets neighbouring the park. This would seem a more sensible solution to the problem as it would have little to no detrimental effect on residents neighbouring the park. We do not support Council's proposed solution and urge them to look at alternate solutions to the safety risk posed by boat/boat trailers parking on residential streets.</p>
-	Oppose	<p>I am concerned about the lack of availability of street parking for residents in this area and how this will be managed? The narrow avenues (First to Fourth) already have significant issues with traffic congestion due to parking on both sides of the street and I am concerned that this will worsen if residents cannot park their second vehicles in the street around Willoughby Park due to 8P restrictions.</p> <p>I support limiting boat parking but would like to see resident permits for those of us affected who are NOT boat owners but simply needing to park second cars in the street.</p> <p>I have just enquired with the council and we would not be eligible for a parking permit which means we would most likely have to park in Second Avenue rather than on Robert street. As I don't think it is the intention of this proposal to prevent residents parking cars I think provision of parking permits to those affected would be a good solution.</p>
-	Oppose	<p>In summary, I support some kind of parking restriction that would prevent boat trailers parking around the park. The reasons for my support are as follows:</p> <ul style="list-style-type: none"> a) Loss of available parking for families coming to use the park and its sport facilities - causing particular problems on weekends and when team sports are played on the oval; b) The parked boats are an eyesore, and they obstruct the locals' outlook over parkland that has been a source of pride in our community for decades; c) Long term parking of taller boats has overshadowed the adjoining nature strip, which seems to have harmed the growth of lawn there.

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		<p>d) Safety, particularly at night. Empty boat trailers are hard to see because of an absence of reflective material on their outer edges.</p> <p>Even the boats themselves are difficult to navigate around, because their sides aren't vertical, making the free road space hard to gauge. The issue is worst for trailers parked away from the limited street lighting and on the narrower roads. There are additional hazards when the boat owners are attaching the trailers, often blocking more of the roadway when they do.</p> <p>Council will be in the best position to know what parking restrictions will best overcome the problem. If there cannot be a specific prohibition on trailers, then query whether 8P might restrict legitimate overnight parking by local residents. 12P might be better suited to their needs, if that is a possible option.</p>
-	Support	<p>This email is to support the proposed regulatory parking around the park. We think this will have the desired outcome in keeping the parking spaces available for the public and improving the outlook.</p>
-	Oppose	<p>As a boat owner with limited off street parking we need to leave boat on the street</p> <p>Our boat is shared with other local families and we move storage around</p> <p>We have looked at renting space but the cost is very prohibitive</p> <p>We would store boat off street at cost if there was something affordable available. Maybe council land in between uses or places like the various golf clubs that have significant open community space</p> <p>We acknowledge this is a difficult issue for council as fixing one area would just transfer the problem</p>
-	Oppose	<p>We wish to advise we oppose the Willoughby Park proposed parking restrictions, in particular with respect to Fourth Avenue.</p> <p>We are a resident of Fourth Ave and believe the proposal is grossly flawed. We support the sentiments of our neighbour in Fourth Avenue as submitted by him to Gordon Farrelly. We attended the consultation session and our concerns were not addressed.</p> <p>Stop the boats on the west side and they will simply move to the east side. Same applies to the other streets however they can speak for themselves.</p> <p>We already have significant parking taken up by those who live on Eastern Valley Way. Non-residents of our street use our section as a parking lot for long periods of time.</p> <p>We want the boats gone but your solution will simply greatly inconvenience residents - even more than now. Boats are a safety hazard, take up parking spaces when the owners don't live in the streets, are ugly, wide and simply should be moved. Legislate against the boats not the residents.</p> <p>You don't even mention resident stickers in your proposal?</p>

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-	Support	Loss of parking for families attending to spend time in Willoughby Park I also a very bad intrusion in road safety
-	Oppose	<p>I am in favour of restricting boat trailers but do not agree all vehicles should be impacted by the 8P restrictions. This would only increase long term parking in other areas (mainly opposite side of the street to the proposed parking restrictions) which is in front of residential properties where vehicles are already parked all day for bus commuters.</p> <p>It would be better option to have vehicles longer than 3m not permitted to park in proposed parking restrictions.</p>
-	Oppose	<p>I support the proposal in so far as it may be an alternative but it must apply to both sides of the relevant streets, not just one side. A better approach may be legislative change having with application in NSW or Sydney, at least. This would ??? involve a boat permit system and of off street boat storage.</p> <p>Box trailers and caravans ought also be included.</p>
-	Oppose	<p>Parking limits to a residential area are out of the question why should residents have to put up with parking limits to an area that in years has not been a issue.</p> <p>The problem is the backlash that was caused by council with the trailer and boat trailer parking debargle.</p> <p>In my honest opinion, Trailers should be allowed to be parked in front of your residential property otherwise a permit of some kind should be issued to allow this, 29 days here 29 days there is no solution espically when they have to pay registration and other rules to make them road worthy.</p> <p>An otherwise council self caused issue has lead to this issue with Willoughby Park and the problem is now with these new rule boats or trailers have no choice to park in areas that otherwise you would not find them.</p> <p>Residents should not have to put up with make do solutions of parking signs to an area that does not need them.</p> <p>I don't agree that parking signs is going to solve the issue and more thinking to trailer allowed parking areas. I vote NO to parking signs.</p>
-	Oppose	<p>I live opposite Willoughby Park and oppose the proposal to impose 8P restrictions.</p> <p>In my view, boats need to park somewhere and not allowing them to park adjoining Willoughby Park will simply move the problem elsewhere. The boats parked around the park are at least located in wide streets, not immediately outside homes, and in the case of Fourth Avenue and Robert Street, in relatively quiet streets. In addition, the boats in Robert Street are utilising parking bays near the bowling club that are very rarely used by the public. If they are required to be parked elsewhere, it is likely they will end up outside homes in narrow streets which is a less favourable alternative.</p> <p>In addition, the proposed restrictions would have the impact of restricting residents street parking for longer than 8 hours which is</p>

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		<p>not a fair outcome.</p> <p>Should Council decide to implement these restrictions, I do query why the restrictions are designed to cover only 3 sides of the park. If boats are prevented from parking on 3 of the 4 sides, logic would suggest they will move to the fourth side which is Warrane Road. Warrane Road is the narrowest and busiest of the streets adjoining the park, and the one that most park users use to access the park given parking bays and its location next to the hall, toilets etc. This would clearly be a terrible outcome from a safety perspective and it is hard to understand what the thinking is in proposing restrictions on every other surrounding street other than Warrane Road.</p> <p>In summary, I do not believe the restrictions should be implemented at all but should they go ahead, they should cover all streets surrounding the park.</p>
-	Oppose	<p>Parking restrictions don't solve the issue of long term trailer parking. More options including re-engaging with the State to reduce the current 28 days to 14 days and apply it to ALL parked vehicles.</p> <p>Firstly, I am not a boat/caravan/trailer owner nor do I have any interests in those areas. My concern is as a resident and citizen that the impost of an 8P restriction will have broader detrimental impacts to the Willoughby Community than the boat trailer owners it's supposed to be targeting.</p> <p>I am a local resident on Glover Street who regularly uses Willoughby park (and the roads surrounding it) and do not believe that boat parking is an issue or concern with the enforcement of the powers that Council have had since May 2017 Willoughby Council - 2017 Media Releases</p> <p>I disagree and object to the concerns raised of a small minority of "local residents" listed in council's notice as follows:</p> <ul style="list-style-type: none"> • loss of parking opportunities <ul style="list-style-type: none"> • registered trailers have as much right as a registered vehicle to occupy road space. There are lower population densities on these streets (as houses are only on one side of the road) which means that there is ample space for regular resident parking. • Currently there are 4 boats in the streets listed for restrictions all situated on the Willoughby Park side of the road. • The facts just don't support the need for the restrictions. The number of multi car households with insufficient or unused off street parking are the bigger issue. • Boat parking is mostly seasonal i.e mostly a winter issue when the boats are used less. • visual intrusion <ul style="list-style-type: none"> • boats are no more or less visually intrusive than cars. It is a completely subjective view that people don't like boats parked on streets, but are ok with cars, box trailers or caravans parking on streets. This view is driven by a cognitive bias

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		<p>against boats.</p> <ul style="list-style-type: none"> • Reduction in road safety <ul style="list-style-type: none"> • I have seen claims on local social media sites that is unsafe to cross “between boats” particularly on McClelland St. It is no more or less safe to cross between two cars than it is between a boat. If it unsafe to cross people should use common sense and instead cross where it is safer by using traffic refuge islands or somewhere they can see traffic from both directions clearly. • It has also been suggested that boats are parked dangerously on corners. Let’s call it what it is, bad parking, but it’s not just limited to boats. Any vehicle parked within 10m of an intersection is breaking the law unless otherwise signposted. If that’s the case, then a penalty may apply. • Claims that trailers are hard to see. This could just as easily apply to black, grey, silver or dark coloured cars. <p>Other reasons I object to this proposal are:</p> <ul style="list-style-type: none"> • 8P parking will reduce the overall availability of all/day night parking in the area. Residents will revert to parking in side streets or the unrestricted sides of the roads, worsening the parking situation for non-park facing households. • It will impact volunteers and all day sport participants at Willoughby Park. For example Willoughby Roos, Northern Suburbs Cricket Club and Willoughby Wildcats whose volunteers are first to arrive and last to leave. • The park area is probably one of the best locations for boat parking as there is housing on one side of the road, so there is lower demand for parking spaces overall compared to streets with housing on both sides. It can be argued that boats in this area have the lowest impact on residents as population density is one of the lowest in the Willoughby LGA. • Further, McClelland and Fourth Avenue are also wider streets which allow for cars to pass (side by side) even when parking spaces are occupied on both sides of the road. • Creating an 8P restriction would just cause the boats to be moved to other less suitable locations. ie across the road where no restrictions are being proposed or to narrower side streets. • There is evidence that the current rules for long term parked boat trailers are working. • There has been no evidence presented on how many times many times a notice to remove a boat trailer has been issued under the current rules. • There may be an impact on local resident commuter parking which is common for people who use Eastern Valley Way buses. • Willoughby Council 2017 Media Release stated that Council received 30 complaints in 12 months. Based on a LGA population in excess of 74,000 indicates it’s not a big
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		<p>issue across the broader LGA.</p> <ul style="list-style-type: none"> • The issue of boat trailer requires an integrated, whole of area approach, rather than the piecemeal solution being proposed that just moves the issue and creates greater nuisance for the broader Willoughby community. • The impact commuter parking which is common for people who use Eastern Valley Way buses. Many people prefer these service to Penshurst St services as the provide better access to the Northern and Eastern parts of the Sydney CBD (Circular Quay) whereas the Penshurst access the Western (Wynyard) and Southern (Town Hall) parts of the CBD. Limiting these spots will make all day parking in even shorter supply. <p>I have raised the issue on Willoughby Living (Willoughby Living) to ensure that residents who did not receive the letterbox drop are provided a greater opportunity to hear about these changes.</p> <p>In summary I would prefer to maintain the status quo and Council continue to enforce its existing powers. Boats are an emotion issue, but all the arguments against boat parking around Willoughby Park are baseless as the facts suggest that too many cars are the issue, not the 4 boats. The greater issue is the number of households with multiple vehicles with insufficient or unused off street parking.</p> <p>The issue of long term is far more of a concern to residents near boat ramp facilities, for example Tunks Park, but the issue is no where near the magnitude or severity of those hotspots.</p>
-	Oppose	<p>Please find attached a scanned copy of our letter provided for the Drop-In Session last Thursday evening. As directed, we held our letter back on the evening in order to submit it to you this way.</p> <p>Further to the attached letter we wish to add our gratitude to Council for the written feedback provided on the night and to acknowledge the apparent work that has gone on behind the scenes regarding this matter.</p> <p>Having read the FAQ provided, we now wish to query why the current proposal has been made - for 8P parking restrictions - instead of any of the other options, specifically those detailed under the question, "Were other options considered for the management of boat trailer parking?"</p> <p>The seven points listed here all have merit and in particular the fourth and seventh points would seem to be the most logical way in which to address this issue, far ahead of imposing parking restrictions on local residents who are the victims not the perpetrators of this boat trailer parking problem.</p> <p>We specifically request that the proposal to implement the 8P parking restrictions is dropped and instead Council seeks to implement the restrictions on parking locations suggested in point 4, and works to introduce the permit scheme referenced in point 7. From speaking with other Willoughby residents we feel that this view is shared by many, that is boat owners should be made to take responsibility for their property, by paying to have their boat stored at a marina / suitable facility and that the law is amended to</p>

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		<p>prohibit boats (or similar large vehicles such as caravans, camping trailers, etc) from being parked in residential streets.</p> <p>We would be more than happy to speak to a representative from Council about this matter as we wish to work together to solve this problem. We very much value the harmonious relationship that exists between Council and residents and we appreciate the efforts Council is going to address the issue(s) that are raised by residents.</p> <p>Please find our previous letter attached below.</p> <p>We are writing in response to Council's proposal to introduce 8P Monday to Sunday parking restrictions in an attempt to eliminate the problem of long term boat / trailer parking around Willoughby Park.</p> <p>We are very strongly opposed to this proposal and alarmed that Council considers this a reasonable means of addressing the problem.</p> <p>We fully support the sentiments of our neighbour, Mr. John Tweedie, who Council has already received a submission from, dated 5 August 2018.</p> <p>We also find the boat and trailer parking to be a nuisance but the suggestion of using 8P parking restrictions to curtail this practice is illogical and will only serve to penalize us local residents by removing half the available parking space, forcing us all to compete for limited spots outside our homes and destroying the harmonious way that we currently manage such things. How on earth can this be considered a sensible solution to the boat trailer issue?</p> <p>The problem of boat /trailer parking will not be resolved by introducing parking restrictions. These restrictions will only cause significant complications for us local residents while the boats and trailers simply move either to the opposite side of the road, immediately outside our homes, or to other areas where they cause the same problems for someone else.</p> <p>As suggested by Mr Tweedie, it would make more sense for Council to seek to establish appropriate parking facilities in the area specifically for boats and large trailers, as these vehicles clearly need to be stored somewhere, and unfortunately there will always be people who consider it appropriate to own such items regardless of whether they have the room to keep them on their own property. In fact it is a very selfish mindset to buy a boat and then store it outside someone else's house.</p> <p>In the meantime, the problem would be far more appropriately managed by targeting the owners of the boats and trailers in question. Surely there must be some means for issuing 'moving on' orders or alerting them to the fact that parking these large vehicles around the park as they do creates difficulty for others in navigating around them.</p> <p>Safety is certainly an issue as it is difficult to see around them when pulling out from a T-intersection (eg, turning from Fourth Avenue into McClelland Street). If there is truly no existing means for Council to manage this situation then something needs to be developed through State legislation.</p> <p>Simply imposing parking restrictions on everyone in order to encourage boats to park elsewhere is not a sensible way to deal with this problem.</p> <p>In summary, we believe that Mr Tweedie has outlined a number of very well-considered points in his submission, all of which we totally agree with and fully support. We request that Council gives sound consideration to his submission, and to all the points he has raised.</p> <p>We further request that Council does NOT proceed with this 8P parking proposal in light of the significantly detrimental result it will have on our local community.</p> <p>Thank-you for offering us the opportunity to discuss the proposal this evening in the community drop-in session. Unfortunately we have a school musical to attend at the same time so will be unable to attend, hence we are providing this letter instead.</p>
-	Oppose	<p>We have owned our home for 12 years.</p> <p>We understand that this proposal is directed towards restricting</p>

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		<p>boats and trailers occupying the street parking in this residential zone. This will however impact on residents parking their cars on the street outside their home. Would it hence not be more appropriate to implement a permit system for boats and trailers and restrict boat and trailer parking?</p> <p>Our end of the street is not included in this plan, and hence we have concerns about what is going to stop boats and trailers being parked on the southern side of Fourth Avenue to the south of Robert Street?</p> <p>I would appreciate these concerns being taken into account whilst you are considering this matter.</p>
-	Oppose	<p>Is it possible to have signage stating car parking only in a particular zone? A bit like down at Tunks park the council has signs stating only cars with trailers can park in the longer car spots. That could be an easy solution.</p>
-	Oppose	<p>We live on Third Avenue and our children attend St Thomas school on High Street. We are often down at the park with our children for a play and either drive or walk past the park twice a day for school drop-off and pick-up.</p> <p>We definitely support some sort of action to prevent boat trailer parking in residential areas and around Willoughby Park. As a pedestrian, having boats parked along the street reduces visibility when we are trying to cross the road. This is especially dangerous around Willoughby Park as there are no pedestrian crossings. The intersections at Robert Street & Warrane Road and McClelland Street & Warrane Road are already dangerous enough without having reduced visibility due to boat trailers. There are so many children that cross the street around the park and they deserve safe crossing areas with clear visibility. There is a bus stop on McClelland Street that drops kids from Willoughby Public each day, many of these children must then cross the roads around the park on their own. As a parent, I don't like the thought of my kids trying to cross the roads around the park on their own as I don't feel they have safe crossing areas with clear visibility.</p> <p>As a driver, the boats are just as bad. There is often a trailer parked along Warrane Road on the non-park side (I know this is not in your proposed restricted parking area) that causes plenty of strife each day. It is a real obstacle for drivers as it limits the road to one way and cars have to pull to the side to let cars around. It seems an unnecessary obstacle on a road with a park that accommodates so many children each day.</p> <p>As a local resident and frequent park goer, I have to say the boats are a bit of an eye sore. Just today I walked past the park and there were three large boat trailers along McClelland Street taking up parking and looming large at the top of the park. Surely, this is an area that is meant to accommodate park goers....not provide long term parking for boats.</p> <p>I'm not sure if time restricted parking is the best answer as it could impact local residents from time to time. Personally, we would not be impacted by this but I suspect some residents could be and may take offense. Perhaps there is an option to post no boat trailer parking signs and fine/tow offenders? Or, a more wide</p>

MEMO

		<p>reaching change that prevents boat trailer parking on residential streets?</p> <p>As a side note, we would also support the introduction of pedestrian crossings around the park.</p>
-	Oppose	<p>Family and friends object to your proposal for 8P parking around three sides of our local park.</p> <p>This 'solution' creates more problems without really solving any eg under your proposal trailers can be parked on the north side of McClelland st , east side of Fourth Ave and south side of Robert St for any length of time. While we (the rate payers) must fight over parking spots close to home.</p> <p>The solution lies in deterring trailers from parking in the streets. Not imposing restrictions on residents.</p> <p>Hopefully council can find a way which allows residents and visitors the opportunity to park overnight in this area and also banish the trailers.</p>
-	Oppose	<p>These changes, if implemented, will impact everyone in the Willoughby area and would set a dangerous precedent. Residents will lose dozens of all/day night parking spaces in the area.</p> <p>As a result of these changes all overnight parking will be lost making it more difficult to find an unrestricted parking space.</p> <p>In addition, McClelland and Fourth Avenue are both wide streets that have ample space for two cars to pass even when cars are parked on both sides.</p> <p>Restricting parking in these areas will only increase pressure on nearby narrower streets for all day parking.</p>
-	Oppose	<p>Please take this email as our official objection to this park restriction proposal. This will have significant flow on affects that negatively impact Third Avenue. The fact the park side parking is used by approximately 8 boats is a good use of space.</p> <p>Residents on these affected streets do not have other residents on the park side so there are less residents per parking space and therefore their argument is flawed. If this comes in this will be a significant issue to a joining streets that we oppose strongly.</p>
-	Support	<p>I am a local resident living opposite Willoughby park and know of several boats and trailers in the area, They do restrict parking, visual intrusion and road safety issues.</p> <p>I strongly object to residents parking their boats and trailers what seems to be permanently on the street.</p> <p>I feel the councils proposals don't go far enough. All boats and trailers anywhere should not be permanently parked on any streets.</p> <p>They should either be parked on their own property or in their driveway, otherwise somewhere else.</p>
-	Support	<p>We live on Fourth Ave and find visibility especially hard when we are coming out of Fourth Ave and turning onto McClellan street due to the trailers. Also on weekends when many people and</p>

MEMO

		families are playing sport, picnicking or at the playground there is vastly reduced parking due to all the trailers. I think an 8P zone sounds like a great solution.
-	Support	I am a resident of Third Avenue and I support the proposed 8P parking restrictions in Fourth Avenue, McClelland Road and Robert St as boat trailers and other randomly parked trailers and vans are a traffic hazard and reduce available parking for sporting and recreation opportunities at the park.
-	Support	The issue with banning boat trailer parking from the suggested locations, whilst a concept I support, begs the question where will they then go. Seems to me that all that will happen is that the craft will be parked on other, potentially even more inappropriate locations. This is just attacking the symptoms. Unless owners are required to park on their premises (which would then probably just displace more cars onto the street) then suitable storage locations need to be developed to resolve this increasing issue.
-	Oppose	I am a resident of Fourth Avenue and I write in response to your letter dated 31 July concerning proposed parking restrictions on Fourth Avenue and other streets surrounding Willoughby Park. Whilst I have previously expressed my concern about the increasing number of boats and other large vehicles being parked around the perimeter of the Park I am not supportive of Council's proposal to introduce 8 hour parking in these streets. Unfortunately neither my husband nor I are available to attend the community drop in session on Thursday evening as we are both travelling for work. Our opinion is that the solution being proposed by Council is extreme and is actually much worse for residents than the current issue of boats being parked in the streets surrounding the park. Most of the houses on Fourth Avenue (including our own) do not have off street parking and hence we park our two cars on the street. The introduction of 8 hour parking would mean that residents would not be able to leave our cars on the park side of the street overnight, or when we are away for a few days. This would create significant issues for residents as there are insufficient parking spaces on one side of the street for all the cars owned by the residents. In addition, due to our proximity to the park these spaces are very often taken up by visitors to the park. We are not at all supportive of this solution and whilst I understand that Council is responding to the issues raised by residents in regards to the boat parking I would welcome the council exploring other alternative solutions that will not have a negative effect on the current residents of the impacted streets.
No. of submissions = 50		Support = 15 No Opinion (question asked) = 1 Oppose = 35

MEMO

Assessment and Council response to community issues/ comments in the Submissions

There is a broad range of feedback provided by the community, the key issues/ comments based on the number of times the matter was provided are listed below

- The proposal will only move the boats and trailers into other nearby streets.
- Our street is already clogged with parked cars as it is, with commuters and on days when there are events happening.
- I have no off street parking and currently have 2 cars belonging to family members which need parking spots.
- If these parking restrictions went ahead around the park, this would mean "our" part of McClelland St and Fourth Ave would become even more congested
- Residents will be prevented from parking overnight, or for any extended period, on the western side of Fourth Avenue.
- This 8hr proposal impinges heavily on the local residents of Fourth Ave and causes great distress and inconvenience to those living in the street, negatively impacts on the social cohesion of the resident/neighbours and does little to solve the boat parking issue.
- If people can afford to buy a boat for leisure activity, it become their responsibility to find a private storage for their property instead of creating this problem for the local community. There are quite a few private storage warehouses for hire in the nearby Chatswood area.
- I do not agree that there is any problem to be solved.
- Boats need to park somewhere, bordering on the park on wide streets is the best option. If they are restricted, the problem will just be moved elsewhere and boats will be parked directly outside homes in narrower streets.

Some of the suggestions provided by the community are provided below:

- Street parking restrictions should be specific to boats and trailers.
- If you were to introduce the restricted parking please consider exemption stickers just for those residents on the affected sections so we can have family and friends visit for longer, say at Christmas time or similar occasions.
- Signs saying 'No parking cars exempted' would settle the issue.
- Trailers should be allowed to be parked in front of your residential property otherwise a permit of some kind should be issued to allow this
- Boats should be stored within a property or at a boat storage facility only.
- Council should provide a council area for boats.
- Make a representation to the NSW State Government to introduce/review existing legislation to restrict boat parking to owners properties/private sector storage facilities.

CONCLUSION

Community consultation was undertaken between Thursday 9 August 2018 and Sunday 9 September 2018. Around 600 letters were delivered to the local community, Have You Say site was provided on Council's website and a community drop-in session was also held on Thursday 9 August 2018. A copy of information provided to the community is provided in ATTACHMENT 2. Fifty one (51) submissions were received that are a mixture of support (15), opposition (35) and question (1) to the proposal.

The community consultation has revealed that there is strong opposition to the proposal to implement *8P Monday to Sunday* regulatory parking restrictions. It considered that this proposal should not proceed.

Gordon Farrelly
Traffic and Transport Team Leader
12 February 2019

McClelland Street between Warrane Road and Fourth Avenue –
Proposed No Parking Motor Vehicles Excepted



4.2 CENTENNIAL AVENUE TO FRANK CHANNON WALK CHATSWOOD - BICYCLE INFRASTRUCTURE AND SHARED PATH

ATTACHMENTS:	1. DETAILED DESIGN 2. COMMUNITY CONSULTATION REPORT
WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	HEATHER GAVRIEL – SUSTAINABLE TRANSPORT PROJECT OFFICER/CONTRACTOR
CITY STRATEGY OUTCOME:	2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To endorse the improvements to an existing bicycle route between Centennial Avenue (from Reginald Street) and Frank Channon Walk, Chatswood including new regulatory signage, logos, line marking and direction signage along Centennial Avenue, Whitton Road, Oliver Road, Crispe Lane, Ellis Street and Frank Channon Walk and a new shared path along Albert Avenue between the Pacific Highway and Crispe Lane.

2. BACKGROUND

Willoughby Council Bike Plan 2012 and 2017 identified Centennial Avenue (from Reginald Street) to Frank Channon Walk, Chatswood as a route requiring upgrade. Council committed to improving the east-west connection between Fullers Road and Ellis Street in the 2012 Bike Plan review. This is an existing route that starts on Fullers Road at the LGA boundary and includes Park Avenue, Reginald Street, Centennial Avenue, Whitton Road, Oliver Road, Albert Avenue, Albert Lane and Ellis Street to Frank Channon Walk. The proposed upgrade will consolidate the route to make it a more cyclist-friendly environment. Whilst some on-road facilities exist, a number of improvements are required, including direction signage and line marking.

The key objectives of these works are to:

- Consolidate the route along Centennial Avenue, Whitton Road, Oliver Road, Albert Avenue, Crispe Lane and Ellis Street from Reginald Street to Frank Channon Walk, Chatswood by providing new line marking, regulatory signage, logos and direction signage and a new shared path along the southern footpath of Albert Avenue, between the Pacific Highway and Crispe Lane;
- Provide the community with increased awareness of the existing bicycle route and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road; and
- Provide greater connectivity to Willoughby City Council's and surrounding Council's bike network.

The bicycle route is shown at Figure 1.

The Local Traffic Committee considered the concept design for this project at its meeting on 18 April 2018. Council then approved the concept design for this project at its meeting on 12 June 2018.

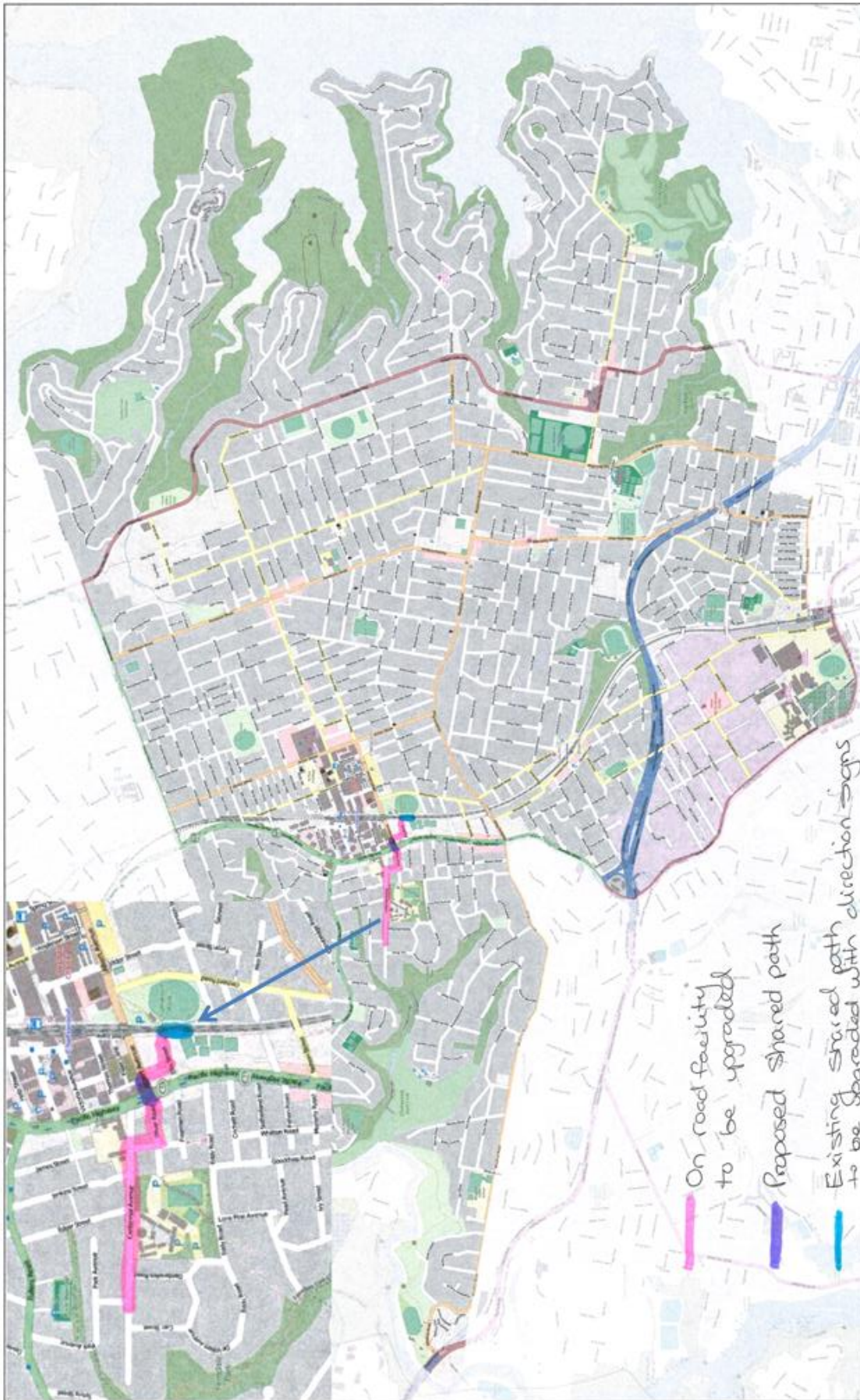


Figure 1 Bicycle Route

3. DISCUSSION

A detailed design has been prepared for proposed improvement works between Centennial Avenue (from Reginald Street) to Frank Channon Walk, Chatswood and new shared path at Albert Avenue, Chatswood. This will formalise the existing route for current cyclists and encourage cycling uptake. This project will connect into other bike networks in Willoughby City Council and surrounding Council's.

The proposed upgrades and shared path will provide the community with increased awareness of the existing bicycle route and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road. The key proposed works include:

- Upgrading current bicycle infrastructure (including bicycle logos, line marking and direction signage) along Centennial Avenue, Whitton Road and Oliver Road;
- A new shared path along the southern footpath of Albert Avenue, between the Pacific Highway and Crispe Lane;
- New line marking and bicycle logos on Crispe Lane and Ellis Street;
- New direction signs at Frank Channon Walk; and
- New line marking in the underpass between the Frank Channon Walk and Chatswood Oval

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

The detailed design for Centennial Avenue to Frank Channon Walk, Chatswood is provided in Cycling Plan Sheets 1-4 in ATTACHMENT 1.

The Bicycle Consultative Committee was consulted at its meeting on 28 November 2018. Community consultation was undertaken between 18 December 2018 and 10 February 2019, via the Have Your Say Webpage and 934 notification letters distributed to properties in Centennial Avenue, Whitton Road, Oliver Road, Pacific Highway, Albert Avenue and Ellis Street.

Council received three (3) responses; will all three (3) in support, which included proposed improvements to the proposal. A Pin on the Map application was also used and captured six (6) comments. The key issues/ comments provided by the community are summarised below:

- Council should consider an alternative method to crossing the Pacific Highway especially for the crossing of a significant amount of school aged children. Possibly an underpass or overpass.
- Improve cyclist amenity along Oliver Road, Albert Avenue and Pacific Highway by removing uneven surfaces, low hanging tree branches and improve shared path signage.

The community feedback including Council's responses is outlined in the Community Consultation Report provided in Attachment 2.

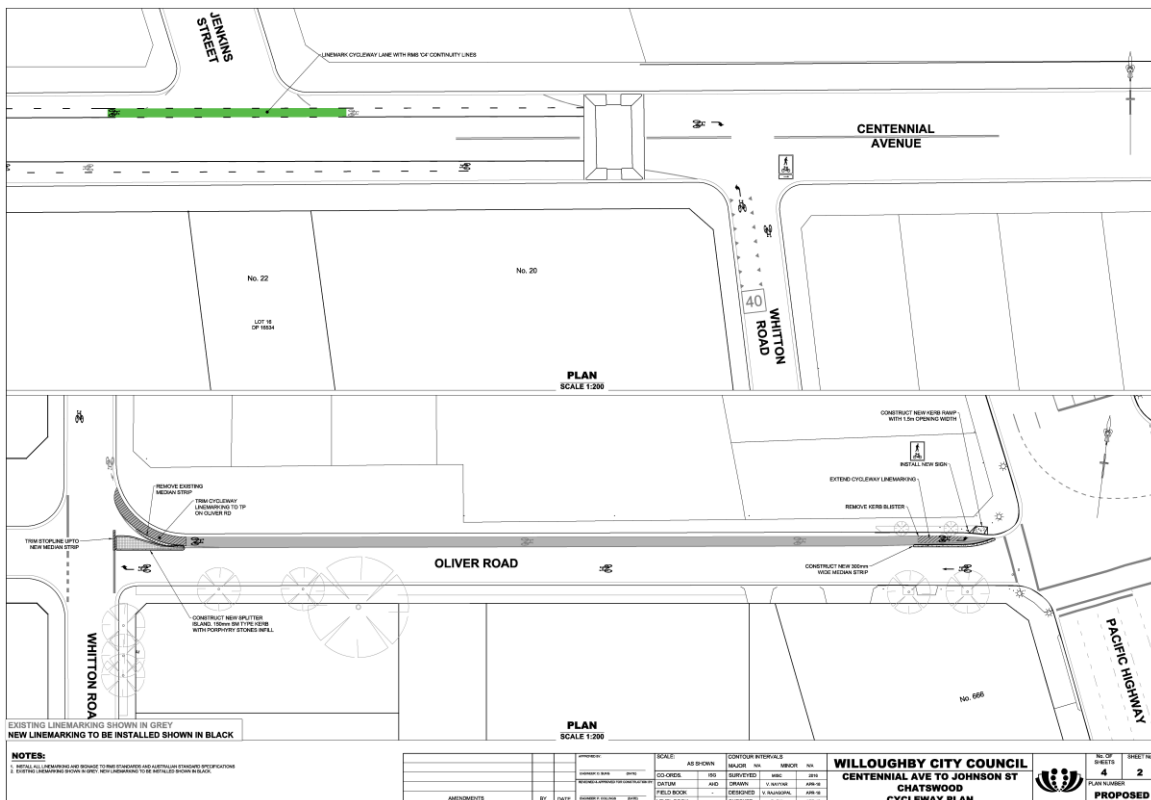
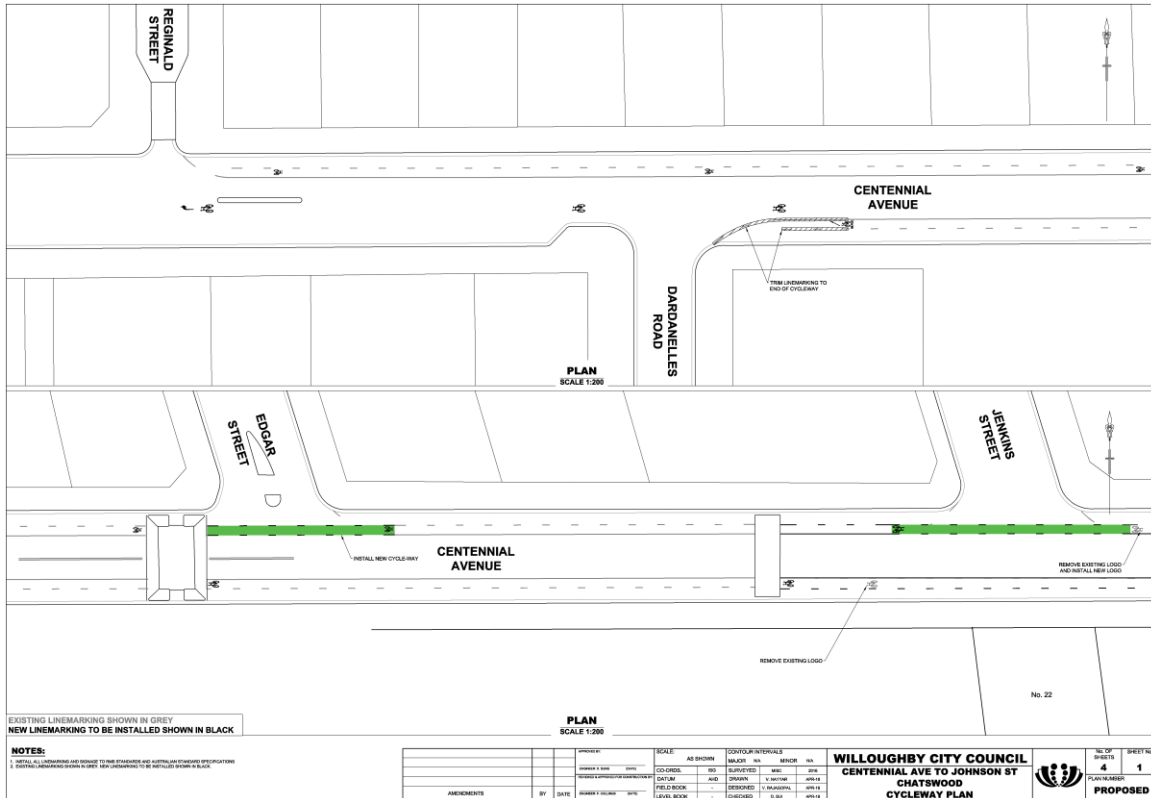
Funding provision will be sourced from the Bicycle Logos and Wayfinding Program in 2018/19 which has an allocation of \$20,000.

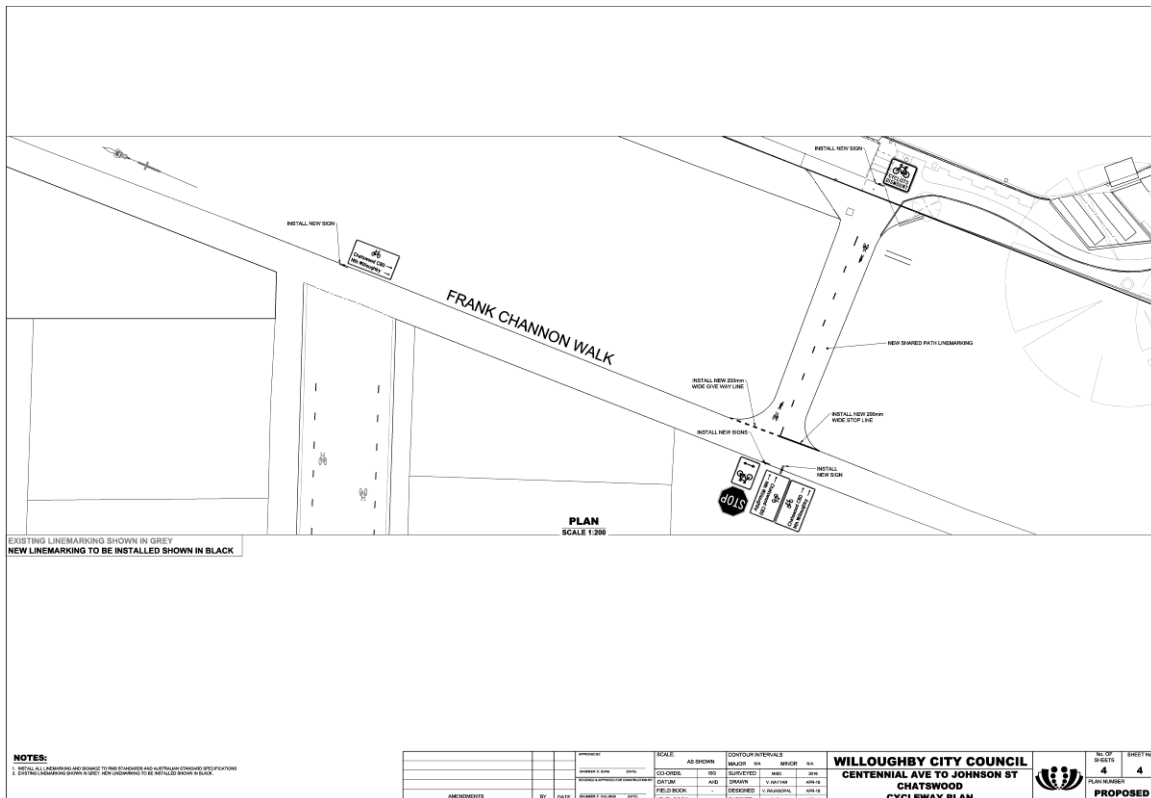
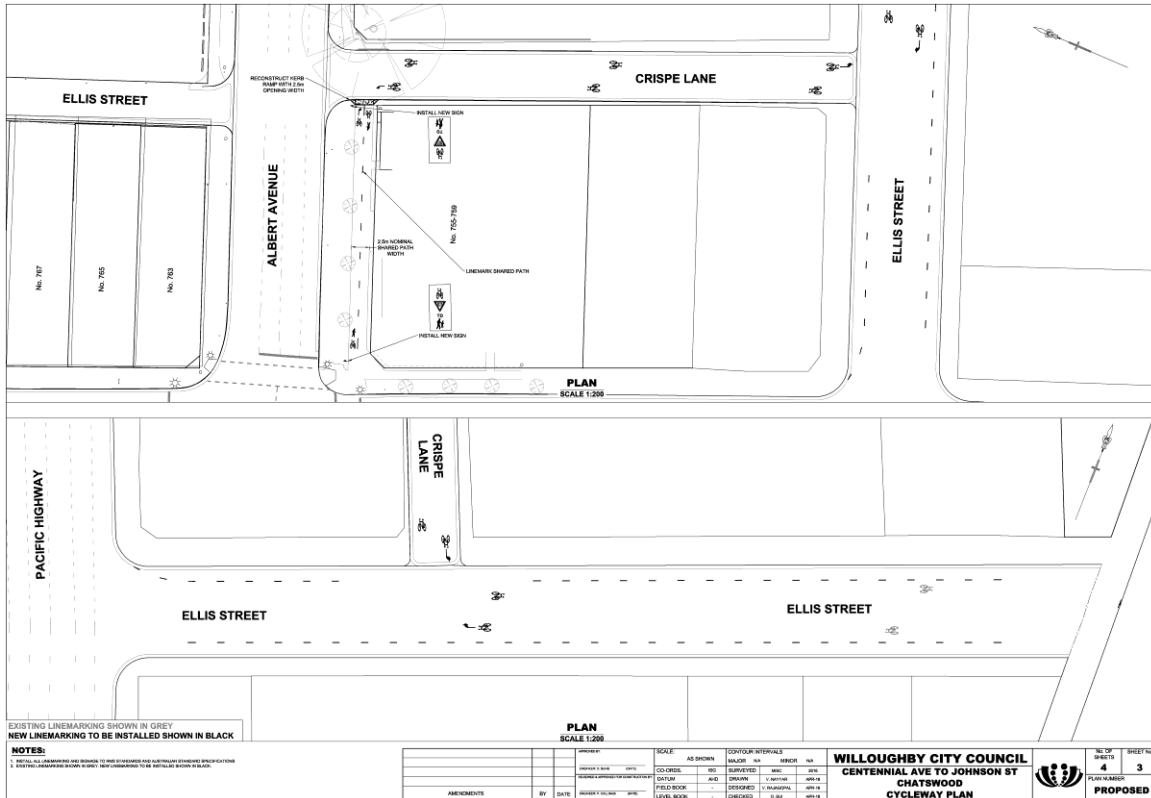
4. CONCLUSION

The proposal is considered to meet the objectives of completing missing bicycle route links between Reginald Street to Frank Channon Walk, Chatswood as well as improving cyclists safety. The proposed improvements will increase community awareness of cyclists along the route and encourage people who are thinking about cycling but are not confident riding to get out there and cycle. It is recommended that the Traffic Committee endorse the proposed works in the detailed designs. Works will be scheduled during April and May 2019 subject to Council's approval of the works.

5. OFFICER'S RECOMMENDATION

That Council approve the detailed design for bicycle infrastructure including line marking, new regulatory signage, logos and direction signage on Centennial Avenue, Whitton Road, Oliver Road, Albert Avenue, Crispe Lane, Ellis Street and Frank Channon Walk including a new shared path along the southern footpath of Albert Avenue, between the Pacific Highway and Crispe Lane.







MEMO

Memo To: Gordon Farrelly
Traffic and Transport Team Leader

Memo From: Heather Gavriel
Sustainable Projects Officer - Transport / Contractor

CC: -

Date: 11th February 2019

Subject: Community Consultation Report for proposed bicycle infrastructure and shared path in Centennial Avenue (from Reginald Street) to Frank Channon Walk, Chatswood

BACKGROUND

Willoughby Council Bike Plan 2012 and 2017 identified Centennial Avenue (from Reginald Street) to Frank Channon Walk, Chatswood as a route requiring upgrade. Council committed to improving the east-west connection between Fullers Road and Ellis Street in the 2012 Bike Plan review. This is an existing route that starts on Fullers Road at the LGA boundary and includes Park Avenue, Reginald Street, Centennial Avenue, Whitton Road, Oliver Road, Albert Avenue, Albert Lane and Ellis Street to Frank Channon Walk. The proposed upgrade will consolidate the route to make it a more cyclist-friendly environment. Whilst some on-road facilities exist, a number of improvements are required, including directional signage and line marking.

The aim of the proposed improvements is to provide the community with increased awareness of the existing bicycle route and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road.

The Bicycle Consultative Committee was consulted at its meeting on 28 November 2018. Community consultation for the proposal was undertaken between 18 December 2018 and 10 February 2019. Notification letters were distributed to properties in Centennial Avenue, Whitton Road, Oliver Road, Pacific Highway, Albert Avenue and Ellis Street with 934 letters distributed.

CURRENT POSITION

As of the 11th February 2019, fifteen (15) responses have been received. Of those that commented three (3) respondents specified their level of support; Two (2) strongly support and one (1) in support. Fifteen (15) respondents proposed improvements to the proposal. A Pin on the Map application was also used which captured ten (10) comments. The community feedback received is listed in the table below:

Name and Email	Level of Support	Comments and proposed improvements
	Support	Comment Any improvement in bike route visibility, connectivity, safety improves the usability of bicycles as local

MEMO

		<p>transportation, which decreases traffic congestion and increases community health.</p> <p>Proposed improvements Council should directly engage with the Dept of Ed regarding impact of "Chatswood Education Precinct" development regarding impact on traffic, especially with regard to close to 2000 children crossing Pacific Hwy daily and noting that when the primary school moves to the current high school site the extra couple of hundred metres *will* prompt quite a few of the current walking school kids and parents into cars (K-2 especially) ... promoting viable bicycle use instead would be awesome. What's *really* needed is a way to safely get so many pedestrians and cyclists across Pacific Hwy in so few minutes each day. Consider using the fact that Pacific Hwy is on the ridge to drive a ramp-underpass under Pacific Hwy for bikes and pedestrians.</p>
	<p>Strongly support</p>	<p>Comment I've lived in Centennial Avenue for 12 years and I regularly use my bicycle and there are no bicycle lanes. I've never heard of Frank Channon Walk and I can't find it on any map including Google Maps! I support any initiatives that create new and connected bicycle paths that improve safety for cyclists as more bicycles on the roads mean fewer cars and healthier people.</p> <p>Proposed Improvements Please build as many dedicated bicycle paths as quickly as you can, and make sure they're connected to other cycle paths so that cyclists can travel all the way to the city and elsewhere without leaving cycle paths. The sections that do exist are wonderful but very few of them are continuous or connected and one is often forced to ride on footpaths where you technically shouldn't be because the roadways are too dangerous. The rest of my household would cycle if it was safe, but they simply don't because they're too scared to cycle in Sydney traffic.</p>
	<p>Strongly support</p>	<p>Comment Improved cyclist safety by adding green strips where the cycle path goes past another street (Jenkins, Edgar). Extra clear signage helps all users - some pedestrians find it difficult to read the existing shared path signs.</p> <p>Proposed Improvements Please consider cyclists riding east at the Oliver Rd/Albert Ave/Pacific Hwy intersection traffic lights. Would be good to have the uneven footpath surface repaired, and the low hanging branches of trees</p>

MEMO

		removed on a regular basis. Shared path signage needs to be large and clear.
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Assessment and Council response to community issues/ comments in the Submissions

Comments and proposed improvements	Council response
<p>Comment Any improvement in bike route visibility, connectivity, safety improves the usability of bicycles as local transportation, which decreases traffic congestion and increases community health.</p> <p>Proposed improvements Council should directly engage with the Dept of Ed regarding impact of "Chatswood Education Precinct" development regarding impact on traffic, especially with regard to close to 2000 children crossing Pacific Hwy daily and noting that when the primary school moves to the current high school site the extra couple of hundred metres *will* prompt quite a few of the current walking school kids and parents into cars (K-2 especially) ... promoting viable bicycle use instead would be awesome. What's *really* needed is a way to safely get so many pedestrians and cyclists across Pacific Hwy in so few minutes each day. Consider using the fact that Pacific Hwy is on the ridge to drive a ramp-underpass under Pacific Hwy for bikes and pedestrians.</p>	<p>The council will engage directly with the Department of Education regarding the crossing of the Pacific Highway.</p>
<p>Comment I've lived in Centennial Avenue for 12 years and I regularly use my bicycle and there are no bicycle lanes. I've never heard of Frank Channon Walk and I can't find it on any map including Google Maps! I support any initiatives that create new and connected bicycle paths that improve safety for cyclists as more bicycles on the roads mean fewer cars and healthier people.</p> <p>Proposed Improvements Please build as many dedicated bicycle paths as quickly as you can, and make sure they're connected to other cycle paths so that cyclists can travel all the way to the city and elsewhere without leaving cycle paths. The sections that do exist are wonderful but very few of them are continuous or connected and one is often forced to ride on footpaths where you technically shouldn't be because the roadways are too dangerous. The rest of my household would cycle if it was safe, but they simply don't</p>	<p>Council is also developing plans for other bicycle routes. As bike routes become more connected and continuous, riding a bicycle will continue to become safer, more convenient and more comfortable. Council offers a number of events to promote cycling in Willoughby. Regular bicycle maintenance workshops and cycling skills sessions are held for families, beginner, intermediate and commuter cyclists throughout the year. Council also supports Bike Week and Ride to Work Day which take place late in the year.</p>

MEMO

<p>because they're too scared to cycle in Sydney traffic.</p>	
<p>Comment Improved cyclist safety by adding green strips where the cycle path goes past another street (Jenkins, Edgar). Extra clear signage helps all users - some pedestrians find it difficult to read the existing shared path signs.</p> <p>Proposed Improvements Please consider cyclists riding east at the Oliver Rd/Albert Ave/Pacific Hwy intersection traffic lights. Would be good to have the uneven footpath surface repaired, and the low hanging branches of trees removed on a regular basis. Shared path signage needs to be large and clear.</p>	<p>The green cycling surface is provided at locations where the safety of cyclists is of concern and is effective in highlighting the presence of cyclists at potential traffic conflict locations. The use of green surfacing at locations such as cycle lanes across intersections, cycle lanes on the approach to intersections and storage boxes at signal intersections can provide major benefits for cyclists.</p> <p>Willoughby City Council will investigate the proposed improvements to the footpath surface and low hanging trees mentioned for the intersection of Oliver Rd/Albert Ave/Pacific Hwy. If the budget permits we will repair the footpath surface, this is out of the current scope of works. Clear and large signage will be provided along the shared path.</p>
<p>Comment (Pin on map at the corner of Reginald Street and Centennial Avenue) I live opposite this spot People on bikes hesitate here, no knowing where to go. The signage is very unclear Does the bike path stop? If so, why is there a bike path to nowhere? Where can they safely go? The bike path needs to be marked more clearly. It also needs to be delineated with a barrier from the roadway to keep cyclists safe</p>	<p>The cycle route continues on Reginald Street through to Park Avenue and then Fullers Road. Currently there is poor signage, line marking and logos at this location. As part of this project we will be clearly marking the bicycle route with new and clear signage, line marking and logos so all road users are aware of the route.</p> <p>A mixed traffic treatment will be used at this location which includes road markings and signage to help people on bicycles and motorists to share the road. This is appropriate where traffic volumes are generally low, such as most local streets.</p>
<p>Comment (Pin on map at the corner Jenkins Street and Centennial Avenue) Improved markings will help make it clearer for all users that there is a cycle path here. Sometimes the drivers of vehicles parking outside Chatswood High and Chatswood Public School conveniently forget that bicycles are riding past and pull out to do a U-turn (even across double white lines).</p>	<p>The goal of the proposed works is to provide the community with increased awareness of the existing bicycle route and create a bicycle network that is suitable for all riders. By improving line marking and logos on road as well as clear signage, drivers will have increased awareness to share the road and look out for cyclists. There will also be green cycling surface across the intersection which will also increase the awareness of bicyclists to drivers.</p>
<p>Comment (Pin on map at Crispe Lane) Could we please have a smoothed entry ramp for bicycles on the southern side of Ellis Street and Frank Channon Walk. This will help aid access to/from Frank Channon Walk. Also improved signage for Ellis Street will help awareness and safety for all users.</p>	<p>Willoughby City Council will investigate the proposed improvements to the entry ramp mentioned on the southern side of Ellis Street and Frank Channon Walk. If the budget permits we will repair the footpath surface, this is out of the current scope of works.</p>
<p>Comment (Pin on map at Crispe Lane)</p>	<p>The goal of the proposed works is to provide the</p>

MEMO

<p>I have seen cars drive in the middle and also the wrong side of the lane. Clear markings in this lane may help them slow down and stick to the correct side of the lane.</p>	<p>community with increased awareness if the existing bicycle route and create a bicycle network that is suitable for all riders. By improving line marking and logos on road as well as clear signage, drivers will have increased awareness to share the road and look out for cyclists.</p>
<p>Comment (Pin on map at Albert Street path) Clear Shared Path markings will help, as will widening the path and fixing the uneven/broken footpath near the traffic lights.</p>	<p>Council will be providing clear shared path markings and signage at this location to provide all footpath users with awareness of the shared pathway. Widening the footpath is out of the scope of this project but may be investigated for future works along this route. Willoughby City Council will investigate the proposed improvements to the uneven/broken footpath surface. If the budget permits we will repair the footpath surface, this is out of the current scope of works.</p>
<p>Comment (Pin on map at the corner of Oliver Road and Whitton Road) Please ensure the cycle path is kept clear at all times. I have seen the garbage bins placed in the green painted area on garbage collection mornings (Thursdays?). I have also seen the garbage truck in the lane, as well as a security guard parking in the green painted area. Most likely this is because the BMW dealership often has moved their cars onto the street parking along Oliver Road.</p>	<p>Council will investigate and keep an eye on illegal parking in this location. Vehicles should not be parked on the cycle path at any time.</p>
<p>Comment (Pin on map at Centennial Avenue between Edgar Street and Jenkins Street) Can and uphill Lane be added instead of shoulder lanes? How will the shoulder lane work at the bus stop? Currently the bus parks on the Cycle lane.</p>	<p>Council believes that cyclists travelling uphill should not mix with traffic as they are slow to ascend. This is a safety concern and therefore Council would prefer cyclists to ride in a shoulder lane uphill. Council will consider if the shoulder lane can be widened to accommodate cyclists riding and parked cars and buses at the kerb.</p>
<p>Comment (Pin on map at Frank Channon Walk) Access to the walk way other than using the driveway would be good!</p>	<p>Willoughby City Council will investigate the proposed improvements to the entry ramp mentioned on the southern side of Ellis Street and Frank Channon Walk.</p>
<p>Comment (Pin on map at Ellis Street near Frank Channon Walk) Directing the Cycleway though Chatswood park and then asking bike riders to hop off their bike to walk through the park is ridiculous. This needs to be resolved.</p>	<p>Council has a separate project under investigation to provide a path through Chatswood Park to integrate with this project.</p>
<p>Comment (Pin on map at Ellis Street near Frank Channon Walk) There is space here to add a cycleway to separate pedestrians and bikes. It is sometimes vary hard to use this path traveling west as the</p>	<p>Due to the high volume of road traffic Council will not be removing any grassed space to provide a separated path way for cyclists from pedestrians. Council will be providing clear shared path markings and signage at this</p>

MEMO

<p>large volume of pedestrians traveling east after crossing the pacific highway at the lights leave very little space for bike users.</p>	<p>location to provide all footpath users with awareness of the shared pathway. Cyclists must give way to pedestrians on the footpath or any shared path.</p>
<p>Comment Bike North supports the upgrade of the existing bicycle route between and including Centennial Avenue and Frank Channon Walk including the shared path around Chatswood Oval. This is an existing route that both continues via Fullers Road to the Lane Council National Park and connects to the West Chatswood route to the Epping Road Cycleway where it intersects with Mowbray Road. It is a critical route connecting to the Chatswood CBD that deserves to be of good quality. It is in need of an upgrade. Our comments on your proposal follow: Centennial Avenue was originally implemented using the treatment of a bike lane directly beside the parking lane, with no separation. The upgrade proposes to retain this treatment with some minor improvements such as green paint across the intersections. This type of treatment is not best practice as it places the bike rider in the door zone of parked cars. This is especially hazardous on the downhill side of hilly roads where the bike riders travel at greater speed. This is also inappropriate where there is a high turnover of parked cars, as would occur at selected times during drop-off and pickup at Chatswood High School. The type of treatment is though historically very common due to the limitations of road width. Bike North has long recommended that where it is not practical to provide fully separated bikes lanes and the route is sited on hilly roads, this type of treatment be replaced with a hybrid treatment consisting of a wider, visually separated uphill bike lane and downhill shared use of the travel lane. There is an example of this treatment on Johnson Street, Chatswood and North Sydney Council has implemented this on many of their hilly streets such as Amhurst Street and Atchison Street. We recommend Council consider this type of treatment on Centennial Avenue. Whitton Road and Oliver Street intersection – we support the removal of the median strip around the contra flow bike lane and replacement with the splinter island. This increases safety for bike riders by improving manoeuvrability for riders and slowing motorists</p>	<p>Centennial Avenue Council will consider if the shoulder lane can be widened to accommodate cyclists riding uphill and will have a mixed traffic approach for cyclists travelling downhill beyond Dardenelles Road to Reginald Street. Oliver Street and Pacific Highway intersection Council will investigate the existing sign at this intersection on Pacific Highway and replace it as necessary. Council understands the concerns regarding kerb ramps and the time delay and will consider investigating further improvements in the future to provide a well-connected, continuous route. Frank Channon Walk and underpass Council will investigate further measures beyond line marking to make line of sight and turning onto Frank Channon Walk safer. Alfred Street Shared Path Council will consider extending the shared path to the Railway Line as part of future cycleway upgrades. Ellis Street and Frank Channon Walk Willoughby City Council will investigate the proposed improvements to the entry ramp mentioned on the southern side of Ellis Street and Frank Channon Walk. If the budget permits we will repair the footpath surface, this is out of the current scope of works Chatswood Oval shared path Council has a separate project under investigation to provide a path through Chatswood Park to integrate with this project. Centennial Ave and Reginald Street This is currently out of scope for this project. However, Council will look at the design of this access as part of future cycleway upgrades.</p>

MEMO

with the right angled turn.

Oliver Street and Pacific Highway intersection – the upgrades proposed support less experienced riders as these do provide a route to the pedestrian crossing with the removal of the kerb blister, installation of the new kerb ramp and shared path. Note that the existing sign at this intersection on Pacific Highway, *No Cycling – Cyclists under 12 years and accompanying adults excepted* should be upgraded to 16 years in line with the change to the law.

This does though downgrade the route in terms of time delay with the need to cross two signalised sections, **unless continuous pedestrian priority is provided on this side street crossing**. Most experienced bike riders would be more likely to continue to cut across the road to the southern

kerb which can be unsafe so close to the intersection. Has there been consideration of transferring the contra flow to the other side of the road with a mid block crossing.

Improvements are also required at these signalised crossings. For example the kerb ramps need to be widened and we also recommend upgrading these signalised crossings with bicycle lamps to legalise riding a bike on the crossing. The combined bike / pedestrian lamps currently on trial would be more a cost effective way to achieve this. With the current development underway at the intersection of the Pacific Highway and/or Oliver Street are there any footpath / shared path dedications planned that could assist in providing more spaces to improve access to these crossings or to the shared path south along the Pacific Highway Street

Alfred Street Shared Path – welcome the installation of shared path marking and signage which should have been installed when this shared path originally went in.

Consideration should be given to extending this shared path to the railway line to enable access to the Chatswood Railway Station and bike lockers.

Crispe Lane and Ellis Street – welcome reinstatement of bicycle logos on this street.

Ellis Street and Frank Channon Walk – improvements needed to bicycle access to / from Frank Channon Walk to replace the current barriers.

Frank Channon Walk and underpass – we

MEMO

<p>note the attempt to deal with the issue of line of sight for bike riders exiting from the underpass by using Stop line and warnings. While these are needed they would not be sufficient. Line markings to draw the rider away from the intersection would also assist.</p> <p>Chatswood Oval shared path – the design of the shared path from the underpass around the Chatswood Oval to Chapman Avenue needs a major upgrade. It needs to be wider, smoother and better aligned to separate from pedestrians coming from the North. A dismount sign is totally inadequate way to address these issues.</p> <p>Centennial Ave and Reginal Street – it appears that this intersection is out of scope for this project but we also recommend that the design at this intersection be reviewed. While it is excellent to have bike access into this street, there are issues with the design that can create safety issues.</p>	
<p>Comment</p> <p>(1) It would be great to see an upgrade of the pedestrian/cycle path leading in to Chatswood Oval from the end of Johnson St. This could be wider and there is a raised section of pavement at entry that should be rectified.</p> <p>(2) At the tunnel exit to Channon Walk it is considered that a STOP sign alone is insufficient. There is no vision here at all going southward. It is suggested that the Channon Walk path be formed to divert away from the tunnel entrance even if it is only shown by painted lines.</p> <p>(3) At Ellis St safe access is needed to and from Channon Walk and I can see that someone else has also noted this on the web map.</p> <p>(4) At the Pacific Highway road crossing the access ramps need to be widened to cater for the pedestrian volume, bicycles and the significant time delay between pedestrian light changes.</p> <p>(5) For the downhill section of Centennial Ave I suggest a bike lane with some separation shown allowing for a car door opening zone. I am not clear from the drawing what is planned here downhill but please consider this. On the uphill side door opening is also clearly a major consideration but downhill bikes will have much more speed of course.</p> <p>(6) The Reginald St entry needs redesign work in both directions to improve safety. For a cyclist turning right from Centennial Ave into Reginald the large ramp is quite destabilising and path</p>	<p>(1) This is currently out of the scope of this project. Council will investigate this as part of future cycleway upgrades.</p> <p>(2) Council will investigate further measures beyond line marking to make line of sight and turning onto Frank Channon Walk safer.</p> <p>(3) Willoughby City Council will investigate the proposed improvements to the entry ramp mentioned on the southern side of Ellis Street and Frank Channon Walk. If the budget permits we will repair the footpath surface, this is out of the current scope of works</p> <p>(4) Council understands the concerns regarding the kerb ramps and the time delay and will consider investigating further improvements in the future to provide a well-connected, continuous route.</p> <p>(5) Council will consider if the shoulder lane can be widened to accommodate cyclists riding uphill and will have a mixed traffic approach for cyclists travelling downhill beyond Dardenelles Road to Reginald Street.</p> <p>(6) This is currently out of scope for this project. However, Council will look at the design of this access as part of future cycleway upgrades.</p>

MEMO

<p>width is relatively narrow. This tempts bikes to turn into the full width car lane and I have witnessed this occurring. For bikes entering Centennial Ave uphill from Reginald it appears they must take a full car lane where they will be relatively slow. You could consider starting the West side Centennial Ave cycle path from the footpath in Reginald St.</p>	
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CONCLUSION

Community consultation for the proposal to improve the bicycle route between Centennial Avenue (from Reginald Street) to Frank Channon Walk, Chatswood was undertaken between 18 December and 10 February 2019. Notification letters were distributed to properties in Centennial Avenue, Whitton Road, Oliver Road, Pacific Highway, Albert Avenue and Ellis Street with 934 letters distributed. Fifteen (15) responses have been received. Of those that commented three (3) respondents specified their level of support; Two (2) strongly support and one (1) in support. Fifteen (15) respondents proposed improvements to the proposal. A Pin on the Map application was also used which captured ten (10) comments. The key issues/ comments provided by the community are summarised below:

- Council should consider an alternative method to crossing the Pacific Highway especially for the crossing of a significant amount of school aged children. Possibly think of underpass or overpass.
- Improve cyclist amenity along Oliver Road, Albert Avenue and Pacific Highway. Improve uneven surfaces, remove long hanging tree branches and improve shared path signage.

Each of the above-mentioned issues / comments has been considered and responses provided in the Assessment and Council response to community issues/ comments in the Submissions section of this report. The majority of the submissions received were supported advising that improvement to bicycle routes in this location and other locations is highly desired with the belief that it may lower vehicle use and in turn increase health.

4.3 CAMPBELL STREET, RESERVE ROAD, FREDERICK STREET, CLEG STREET, WALTHAM STREET AND TAYLOR LANE, ARTARMON - BICYCLE INFRASTRUCTURE AND SHARED PATH

ATTACHMENTS:	1. CONCEPT DESIGN S2A 2. CONCEPT DESIGN G4 3. SHARED PATH – TYPICAL DESIGN LAYOUT 4. COMMUNITY CONSULTATION REPORT
WARD:	NAREMBURN WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	HEATHER GAVRIEL – SUSTAINABLE TRANSPORT PROJECT OFFICER/CONTRACTOR
CITY STRATEGY OUTCOME:	4.2.1 INCREASED USE OF ACTIVE AND PUBLIC TRANSPORT
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To approve the concept designs to improve to an existing bicycle routes along:

- Campbell Street, Reserve Road and Fredrick Street between the Pacific Highway and Herbert Street, Artarmon; and
- Reserve Road, Cleg Street, Waltham Street and Taylor Lane between Campbell Street and the Gore Hill Freeway, Artarmon.

2. BACKGROUND

Willoughby Council Bike Plan 2012 identified Campbell Street as a local access connection to connect the higher level 'main road' network to key places of interest. Local streets are used to link to regional routes, such as the existing cycling infrastructure on Herbert Street. Reserve Road was identified in Council's Bike Plan 2012 as a Main Feeder Route which will link the district centres and key residential suburbs, as well adjacent LGA's. The two routes are also classified as Tier 3 Local Collector and Recreational in Council's Principal Bike Network.

Many cyclists already use the routes:

- Campbell Street, Reserve Road and Fredrick Street between the Pacific Highway and Herbert Street, Artarmon; and
- Reserve Road, Cleg Street, Waltham Street and Taylor Lane between Campbell Street and the Gore Hill Freeway, Artarmon.

The proposed upgrade will formalise the route to make it a more cyclist-friendly environment.

The key objectives of these works are to:

- Formalise the route along Campbell Street, Reserve Road and Fredrick Street between the Pacific Highway and Herbert Street, Artarmon and Reserve Road, Cleg Street, Waltham Street and Taylor Lane between Campbell Street and the Gore Hill Freeway, Artarmon. These routes will be formalised by providing new line marking, regulatory signage, logos and direction signs and shared path along Campbell Street, Reserve Road and Fredrick Street;
- Provide the community with increased awareness of a bicycle route and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road; and
- Provide greater connectivity to Willoughby City Council's and surrounding Council's bike network.

The bicycle route is shown at Figure 1.

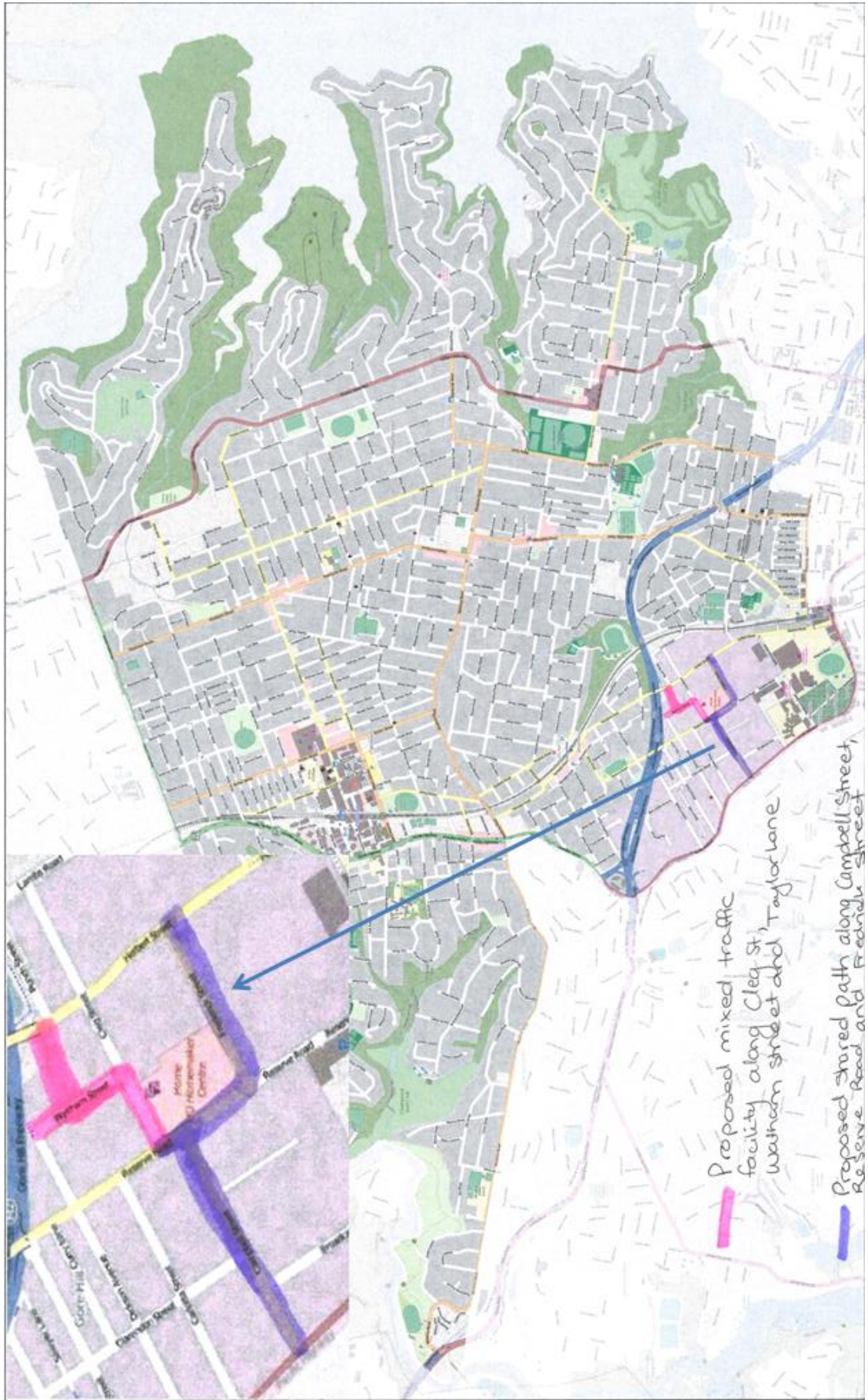


Figure 1 Proposed Bicycle Route

3. DISCUSSION

Concept designs have been developed to improve the following routes within the Artarmon Industrial Area:

- Campbell Street, Reserve Road and Fredrick Street between the Pacific Highway and Herbert Street, Artarmon; and
- Reserve Road, Cleg Street, Waltham Street and Taylor Lane between Campbell Street and the Gore Hill Freeway, Artarmon.

The changes will formalise the existing routes for current cyclists and encourage cycling uptake. The works will also improve the bicycle connections with surrounding bike networks in Willoughby City Council and adjacent Council's.

The proposed infrastructure works include new shared paths, bicycle logos, direction signs, linemarking and pavement marking to provide the community with increased awareness of the existing bicycle route and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road. The proposed works include:

- A new shared path including new regulatory signage, logos, line marking and wayfinding along the southern side of Campbell Street between Pacific Highway and Reserve Road;
- A new shared path including new regulatory signage, logos, line marking and wayfinding along the eastern side of Reserve Road connecting between Cleg Street and Fredrick Street;
- A new shared path including new regulatory signage, logos, line marking and direction signs along the southern side of Fredrick Street between Reserve Road and Herbert Street; and
- New line marking, signage and on-road bicycle logos and direction signs on Cleg Street (Reserve Road to Waltham Street);
- New line marking, signage and on-road bicycle logos and direction signs on Waltham Street between Cleg Street and Taylor Lane; and
- New line marking, signage and on-road bicycle logos and direction signs on Taylor Lane between Waltham Street and Gore Hill Freeway shared path.
- A new pedestrian/ bicyclist refuge on Fredrick Street at the intersection with Reserve Road for pedestrians and cyclists to safely cross from the Reserve Road shared path onto the Fredrick Street shared path.
- New pedestrian/ bicycle crossing in Reserve Road, southern leg, at its intersection with Campbell Street. New bicycle and pedestrian lanterns would be implemented as part of the new pedestrian/ bicycle crossing.

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

The concept designs for Campbell Street, Reserve Road and Fredrick Street between the Pacific Highway and Herbert Street, Artarmon (the Artarmon Industrial Area Plan S2A (p. 1-4)) is shown in Attachment 1 and the concept designs for Reserve Road, Cleg Street, Waltham Street and Taylor Lane between Campbell Street and the Gore Hill Freeway, Artarmon (the Artarmon Industrial Area Plan G4 (p. 1-5)) is shown in Attachment 2. A concept design for a shared path is shown in Attachment 3.

The Bicycle Consultative Committee was consulted at its meeting on 28 November 2018. Community consultation was undertaken between 18 December 2018 and 10 February 2019, via the Have Your Say Webpage and notification letters to 269 properties in Campbell Street, Reserve Road, Fredrick Street, Cleg Street, Waltham Street and Taylor Lane. As part of the community consultation nine (9) responses were received; Three (3) strongly oppose, three (3) support and three (3) strongly support. Eight (8) of the nine (9)

respondents proposed improvements to the proposal. A Pin on the Map application was also used and captured two (2) comments. The key issues/ comments provided by the community are summarised below:

- A reduced roadway width to the current road network. However, Council is not proposing to reduce the roadway width or remove parking from this area as part of this project.
- An extension and improvement to the cycleway network along Herbert Street and connecting into the Royal North Shore Hospital. These comments can be addressed through the St Leonards to Naremburn Share Path Principle Bike Network Study which is currently underway.
- Better connections to the broader cycling network including into the Sydney CBD. These comments can be addressed through the St Leonards to Naremburn Share Path Principle Bike Network Study which is currently underway.

The community feedback including Council's responses are provided in Attachment 4.

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

Funding for the detailed design will be sourced from the Bicycle Logos and Wayfinding Program in 2018/19 which has an allocation of \$20,000. Funding for the implementation of works will be sourced from the Bicycle Logos and Wayfinding Program in 2018/19 and relevant RMS/ Council's programs for future years.

4. CONCLUSION

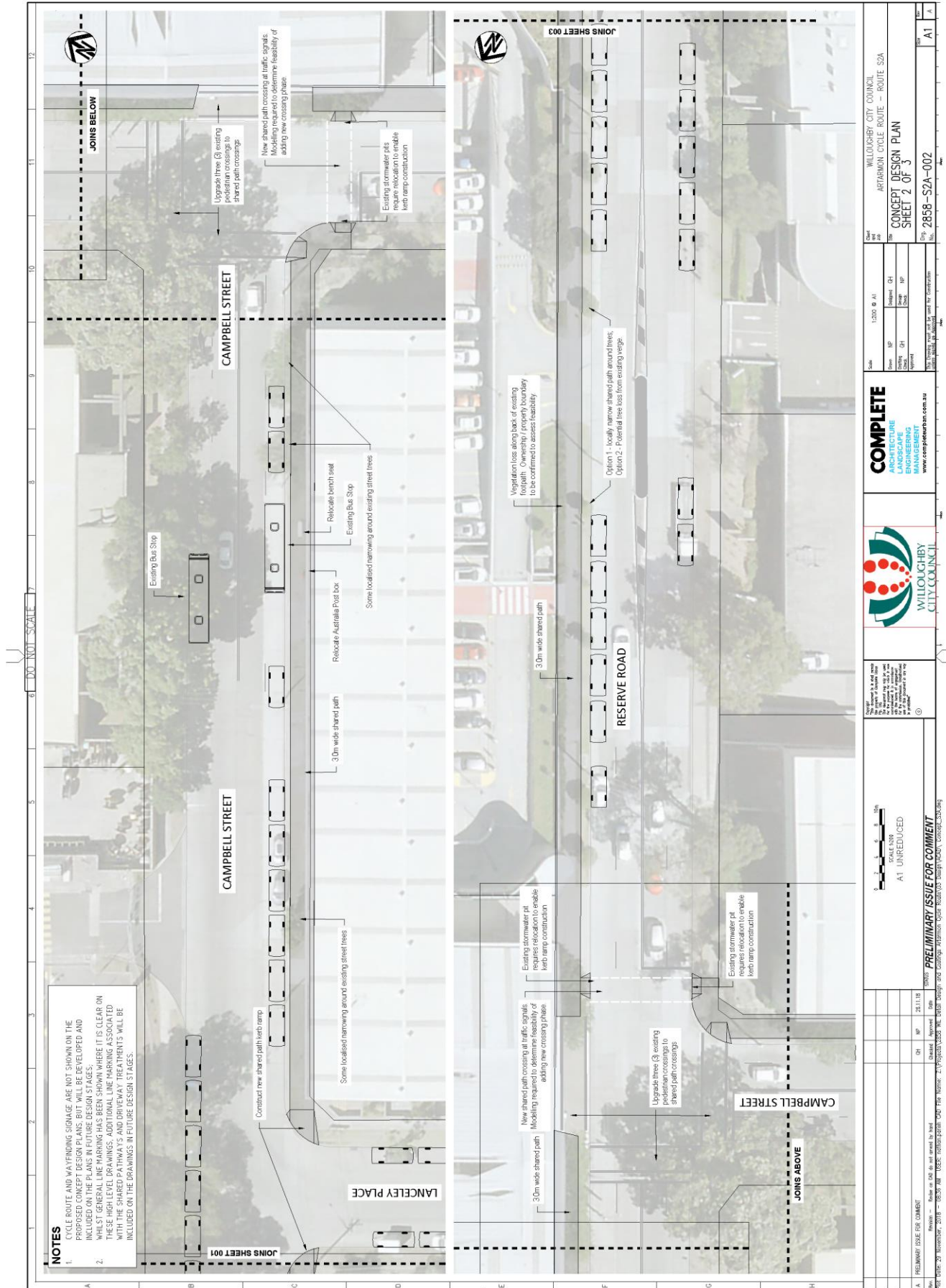
The proposed changes to the bicycle routes will meet the objective of completing missing bicycle route links between the Pacific Highway and Herbert Street and between Campbell Street and the Gore Hill Freeway, as well as improving cyclists safety.

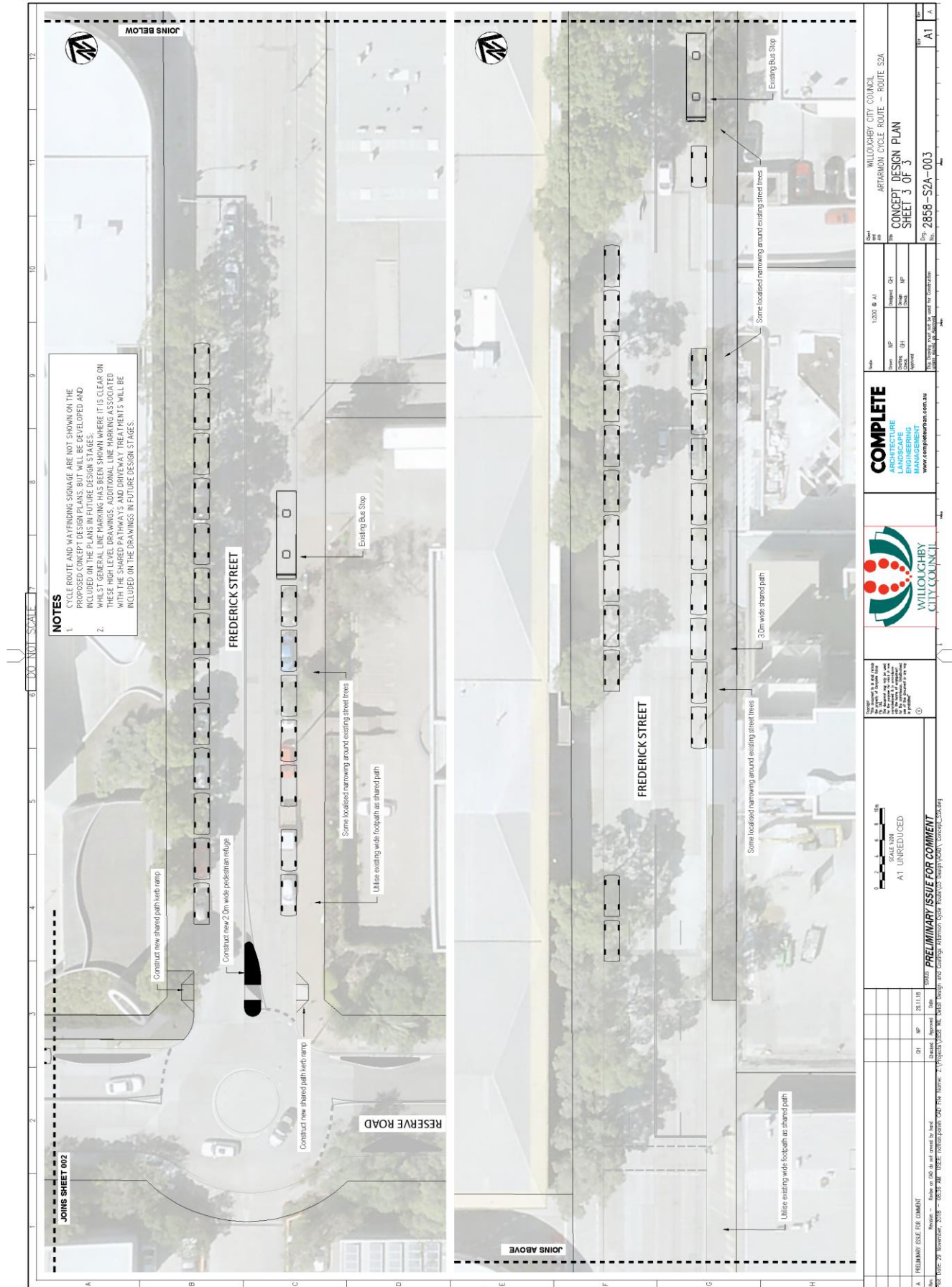
The proposed bicycle infrastructure and shared path improvements will increase community awareness of cyclists along the route and encourage cycling as a viable alternative to the use of motor cars.

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

5. OFFICER'S RECOMMENDATION

That Council approve the concept design for bicycle infrastructure including line marking, new regulatory signage, logos and direction signs and shared path works on Campbell Street, Reserve Road, Fredrick Street, Cleg Street, Waltham Street and Taylor Lane.

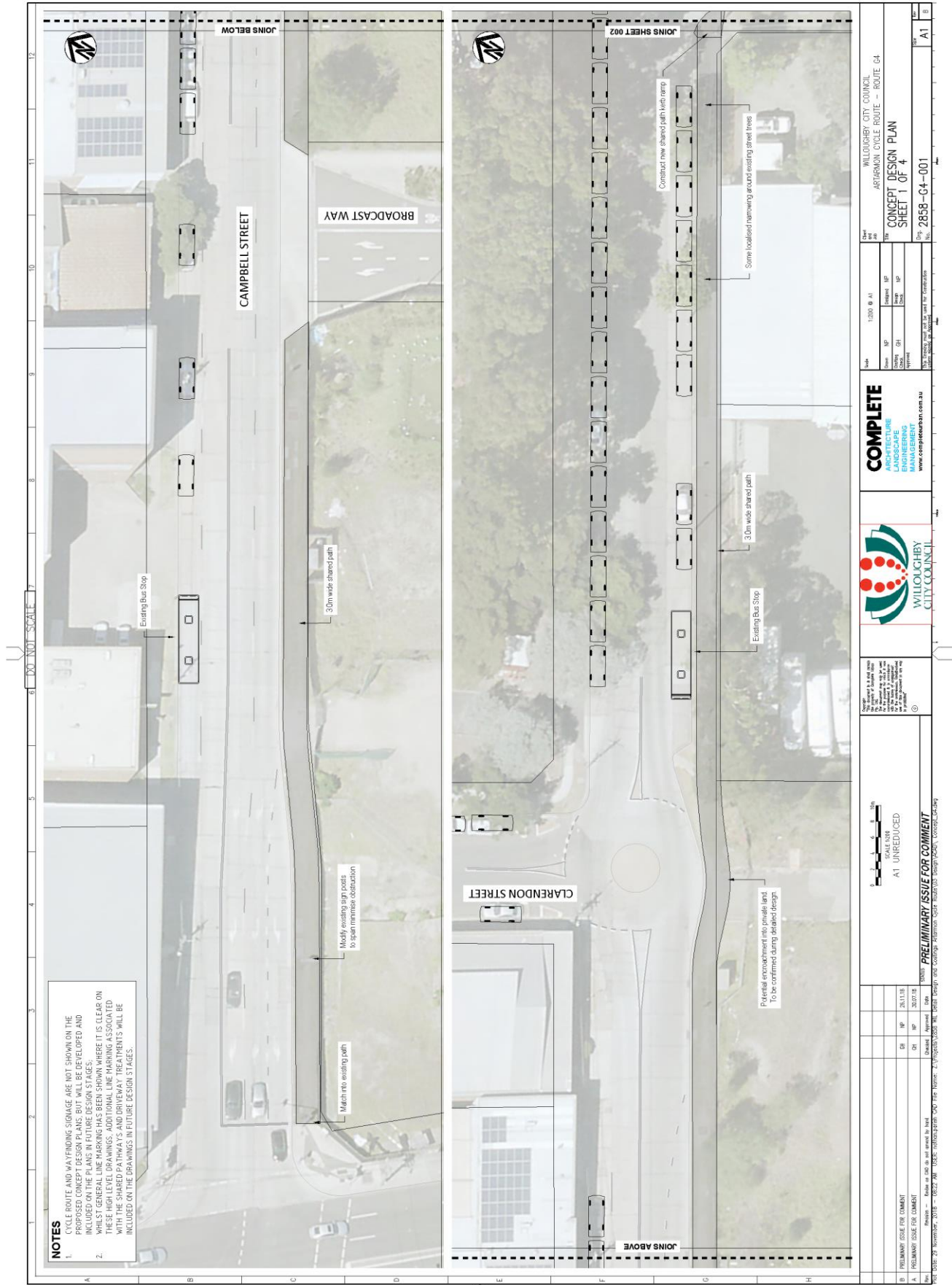


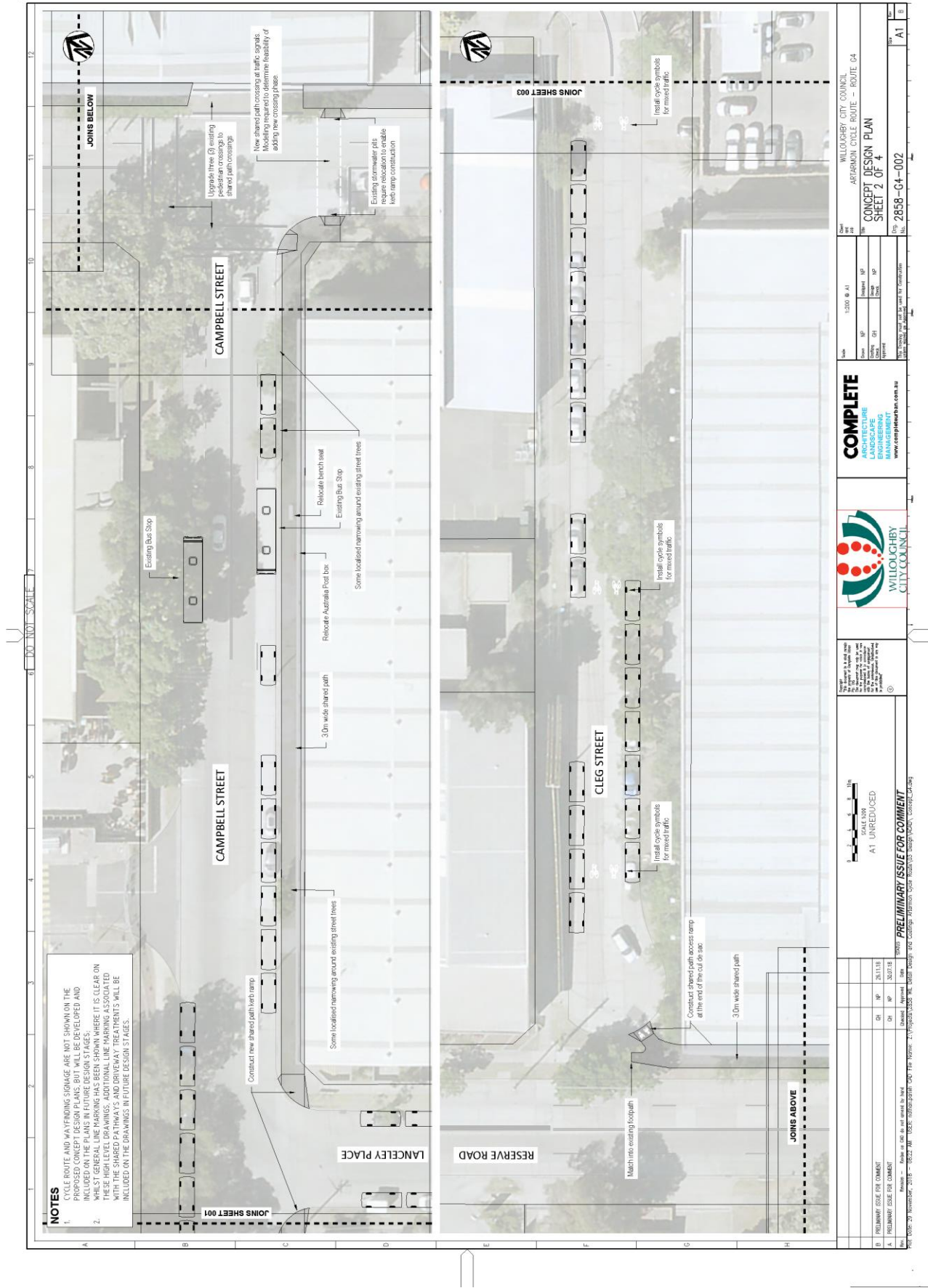


<p>COMPLETE ARCHITECTURE LANDSCAPE ENGINEERING www.completeplan.com.au</p>		<p>WILLOUGHBY CITY COUNCIL ARTARMON CYCLE ROUTE - ROUTE S2A CONCEPT DESIGN PLAN SHEET 3 OF 3</p>	
<p>Client: 1200 @ A1</p> <p>Drawn: NP</p> <p>Checked: CH</p> <p>Design: CH</p> <p>Issue: NP</p> <p>Version:</p>	<p>Scale: 1:200 @ A1</p> <p>Scale: 1:500 UNREduced</p> <p>Scale: 1:500 UNREduced</p> <p>Scale: 1:500 UNREduced</p>	<p>WILLOUGHBY CITY COUNCIL</p>	<p>Doc No: 2858-S2A-003</p> <p>Rev: A1</p>
<p>PRELIMINARY ISSUE FOR COMMENT</p> <p>Issue: 28/11/18</p> <p>Drawn: NP</p> <p>Checked: CH</p> <p>Design: CH</p> <p>Issue: NP</p> <p>Version:</p>		<p>Scale: 1:200 @ A1</p> <p>Scale: 1:500 UNREduced</p> <p>Scale: 1:500 UNREduced</p> <p>Scale: 1:500 UNREduced</p>	



<p>Scale: 1:2000 @ A1</p> <p>Drawn: RP</p> <p>Checked: RP</p> <p>City: CH</p> <p>Version: 1</p> <p>Website: www.completable.com.au</p>		<p>WILLOUGHBY CITY COUNCIL</p> <p>ARTARMON CYCLE ROUTE - ROUTE 64</p> <p>SHEET LAYOUT PLAN</p> <p>Doc No: 2858-C4-100</p>	
<p>DATE: 27 November 2018</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p> <p>PROJECT: ARTARMON CYCLE ROUTE - ROUTE 64</p>		<p>WILLOUGHBY CITY COUNCIL</p>	
<p>PRELIMINARY ISSUE FOR COMMENT</p> <p>28/11/18</p>		<p>SCALE: 1:2000</p> <p>A1 UNREDUCED</p>	
<p>PRELIMINARY ISSUE FOR COMMENT</p>			

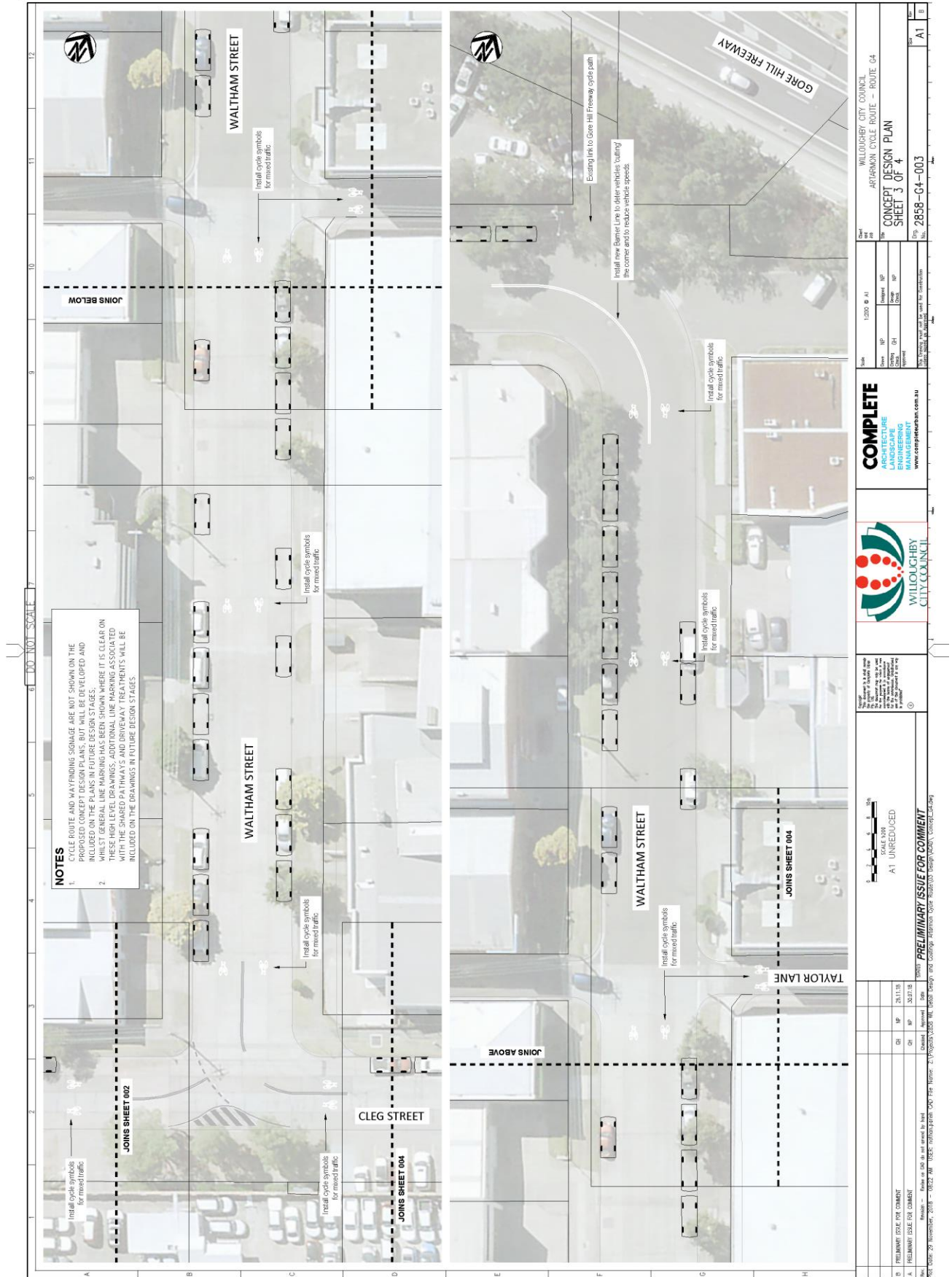




NOTES

1. CYCLE ROUTE AND WAYFINDING SIGNAGE ARE NOT SHOWN ON THE PROPOSED CONCEPT DESIGN PLANS, BUT WILL BE DEVELOPED AND INCLUDED IN THE FINAL DESIGN STAGES.
2. WHILE GENERAL LAYOUT AND MARKINGS HAS BEEN SHOWN HERE, IT IS CLEAR ON THESE HIGH LEVEL DRAWINGS, ADDITIONAL LINE MARKINGS ASSOCIATED WITH THE SHARED PATHWAYS AND DRIVEWAY TREATMENTS WILL BE INCLUDED ON THE DRAWINGS IN FUTURE DESIGN STAGES.

<p>WILLOUGHBY CITY COUNCIL AIRPARKON CYCLE ROUTE - ROUTE G4 CONCEPT DESIGN PLAN SHEET 2 OF 4</p>	
<p>Scale: 1:200 @ A1</p> <p>Drawn: SP Checked: SP Date: 20/11/18</p>	<p>Drawn: SP Checked: SP Date: 20/11/18</p>
<p>COMPLETE ARCHITECTURE ENGINEERING PLANNING MANAGEMENT www.completehcm.com.au</p>	
<p>WILLOUGHBY CITY COUNCIL</p>	
<p>Scale: 1:1000 @ A1 Unreduced</p>	
<p>PRELIMINARY ISSUE FOR COMMENT</p>	
<p>Rev: 01 Date: 20/11/18 By: SP</p>	<p>Rev: 02 Date: 20/11/18 By: SP</p>
<p>Rev: 03 Date: 20/11/18 By: SP</p>	<p>Rev: 04 Date: 20/11/18 By: SP</p>
<p>Rev: 05 Date: 20/11/18 By: SP</p>	<p>Rev: 06 Date: 20/11/18 By: SP</p>
<p>Rev: 07 Date: 20/11/18 By: SP</p>	<p>Rev: 08 Date: 20/11/18 By: SP</p>
<p>Rev: 09 Date: 20/11/18 By: SP</p>	<p>Rev: 10 Date: 20/11/18 By: SP</p>
<p>Rev: 11 Date: 20/11/18 By: SP</p>	<p>Rev: 12 Date: 20/11/18 By: SP</p>
<p>Rev: 13 Date: 20/11/18 By: SP</p>	<p>Rev: 14 Date: 20/11/18 By: SP</p>
<p>Rev: 15 Date: 20/11/18 By: SP</p>	<p>Rev: 16 Date: 20/11/18 By: SP</p>
<p>Rev: 17 Date: 20/11/18 By: SP</p>	<p>Rev: 18 Date: 20/11/18 By: SP</p>
<p>Rev: 19 Date: 20/11/18 By: SP</p>	<p>Rev: 20 Date: 20/11/18 By: SP</p>
<p>Rev: 21 Date: 20/11/18 By: SP</p>	<p>Rev: 22 Date: 20/11/18 By: SP</p>
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<p>Rev: 25 Date: 20/11/18 By: SP</p>	<p>Rev: 26 Date: 20/11/18 By: SP</p>
<p>Rev: 27 Date: 20/11/18 By: SP</p>	<p>Rev: 28 Date: 20/11/18 By: SP</p>
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<p>Rev: 99 Date: 20/11/18 By: SP</p>	<p>Rev: 100 Date: 20/11/18 By: SP</p>



NOTES

1. CYCLE ROUTE AND WAYFINDING SIGNAGE ARE NOT SHOWN ON THE PROPOSED CONCEPT DESIGN PLANS, BUT WILL BE DEVELOPED AND INCLUDED ON THE PLANS IN FUTURE DESIGN STAGES;
2. WHILE GENERAL LINE MARKINGS HAS BEEN SHOWN WHERE IT IS CLEAR ON THESE HIGH LEVEL DRAWINGS, ADDITIONAL LINE MARKING ASSOCIATED WITH THE SHARED PATHWAYS' AND DRIVEWAY TREATMENTS WILL BE INCLUDED ON THE DRAWINGS IN FUTURE DESIGN STAGES.

<p>WILLOUGHBY CITY COUNCIL ARDENSON CYCLE ROUTE - ROUTE 04 CONCEPT DESIGN PLAN SHEET 3 OF 4</p>	
<p>DATE: 12/20/18 DRAWN BY: [Name] CHECKED BY: [Name] APPROVED BY: [Name]</p>	<p>PROJECT NO: 2858-G4-003</p>
<p>COMPLETE COMPLETE LANDSCAPE ARCHITECTURE www.completeurban.com.au</p>	
<p>WILLOUGHBY CITY COUNCIL</p>	
<p>Scale: 1:500 UNREduced</p>	
<p>PRELIMINARY ISSUE FOR COMMENT</p>	
<p>DATE: 21/11/18</p>	<p>DATE: 30/17/18</p>
<p>BY: [Name]</p>	<p>BY: [Name]</p>
<p>BY: [Name]</p>	<p>BY: [Name]</p>

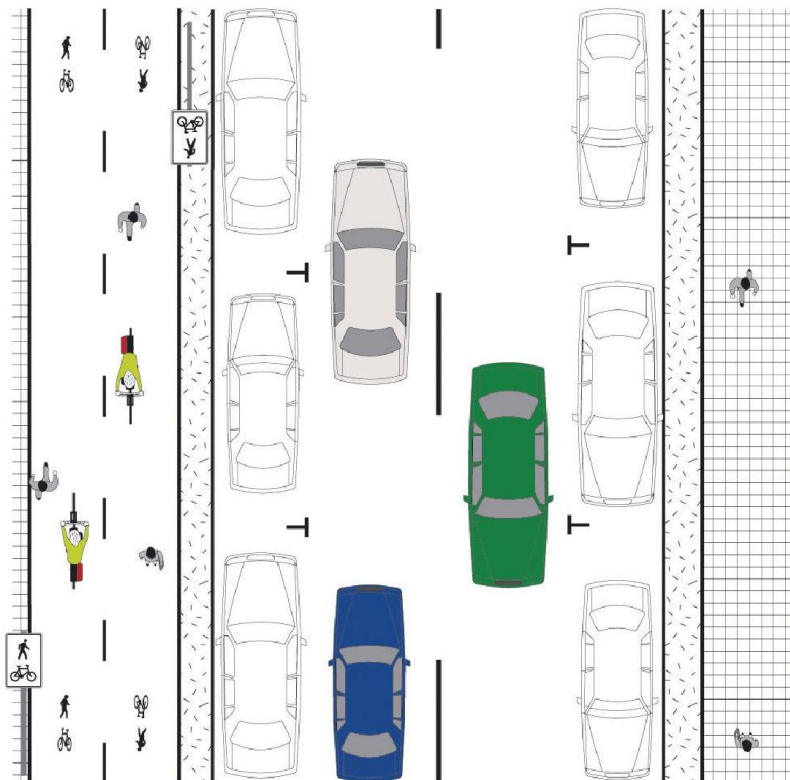
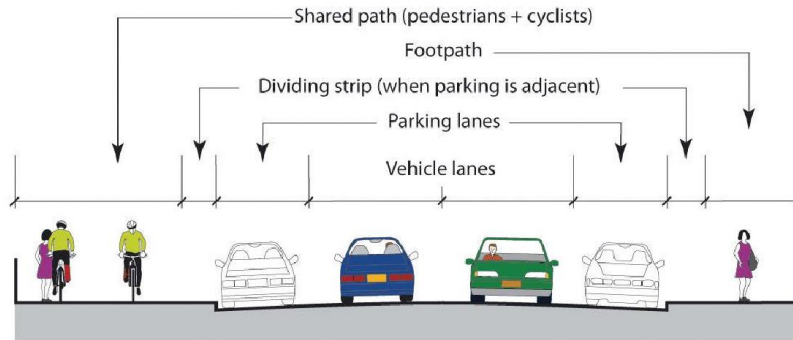


Figure 1 Example of a Shared Use Path



MEMO

Memo To: Gordon Farrelly
Traffic and Transport Team Leader

Memo From: Heather Gavriel
Sustainable Projects Officer - Transport / Contractor

CC: -

Date: 11th February 2019

Subject: Community Consultation Report for proposed bicycle infrastructure and shared path in Campbell Street to Hebert Street and Campbell St to the Gore Hill Freeway, Artarmon

BACKGROUND

Willoughby Council Bike Plan 2012 identified Campbell Street as a local access connection to connect the higher level 'main road' network to key places of interest, such as places of work or leisure. Local Streets are used to link to regional routes, such as the existing cycling infrastructure on Herbert Street. Reserve Road was identified in Council's Bike Plan 2012 as a Main Feeder Route which will link the district centres and key residential suburbs, as well adjacent LGA's. Many cyclists already use the routes:

- Campbell Street, Reserve Road and Fredrick Street between the Pacific Highway and Herbert Street, Artarmon; and
- Reserve Road, Cleg Street, Waltham Street and Taylor Lane between Campbell Street and the Gore Hill Freeway, Artarmon.

The proposed upgrade will formalise the route to make it a more cyclist-friendly environment.

The aim of the proposed improvements is to provide the community with increased awareness of the existing bicycle route and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road.

The Bicycle Consultative Committee was consulted in November 2018. Community consultation for the proposal was undertaken between 18 December 2018 and 10 February 2019. Notification letters were distributed to properties in Campbell Street, Reserve Road, Fredrick Street, Cleg Street, Waltham Street and Taylor Lane with 269 letters distributed.

CURRENT POSITION

As of the 11th February 2019, seventeen (17) responses have been received. Of those that commented nine (9) respondents specified their level of support; Three (3) strongly oppose, three (3) support and three (3) strongly support. Twelve (12) of the Seventeen (17) respondents proposed improvements to the proposal. A Pin on the Map application was also used and captured five (5) comments. The community feedback received is listed in the table below:

MEMO

Name and Email	Level of Support	Comments and proposed improvements
	Strongly Oppose	<p>Comment Nothing</p> <p>Proposed improvements Ban the proposal forget it too dangerous and inconvenient for locals and businesses</p>
	Strongly Oppose	<p>Comment Nothing.</p> <p>Proposed Improvements Stop wasting rate payers money...fix all the roads with potholes first !!!!!</p>
	Support	<p>Proposed Improvements More frequent, higher visibility signage than presently implemented is required on shared paths. Cyclists believe that ringing their bell, is a signal for pedestrians to get out of their way, which is quite arrogant. Bells are usually not otherwise sounded. Pedestrians walking dogs must also be catered for, and signage should indicate to cyclists of the need to take extra care and maintain separation from dogs on leads. The following quote from the FAQ is relevant: "On shared paths, people on bicycles are expected to give way to people walking, ring the bell and slow down. Additional signage and pavement markings can be used to improve shared path safety for all users."</p>
	Support	<p>Comment Any improvement in bicycle viability is good for *all* road and transport users.</p> <p>Proposed Improvements I have previously commuted by bike from Chatswood area through Artarmon to Nth Sydney or Sydney CBD. This particular upgrade is near that route but does not appear to assist that through cycle-traffic route? I stopped commuting by bike essentially because the route alongside the freeway takes cyclists under the lowest parts of the freeway (near the train line crossing?) then up the hill to the crest near Willoughby road and *over* the freeway on the footbridge near Willoughby Rd. Going under the lowest part of the fwy then over the highest part is a killer amount of extra hill-climbing for a semi-casual cyclist.</p>
	Strongly Support	<p>Comment This concept helps people like me to go to work by cycle as it will be safe, if there is a route for cyclists.</p>
	Strongly Support	<p>Comment Improved rider safety in Campbell St and Reserve Rd. Most vehicle drivers in that area are aggressive</p>

MEMO

		and it does not feel safe to ride on the road. Proposed Improvements bigger, improved and better signage always helps.
	Strongly Oppose	Comment I don't agree with this at all. I think your data is out of date. I have a business on Reserve Rd and see very few cyclists go past. This is going to create an issue with the high volume of Trucks, Buses and cars moving along this route. It is hard enough to get through when a vehicle is turning into a driveway without taking away more of the roadway. Proposed Improvements I think a route passed the Tafe and through the hospital would be better for the students who would use this path and be less impact on the traffic in the area.
	Strongly Support	Comment I ride my bike around the area a lot, as I live nearby (in Waters Rd). It would be great to have a more connected set of paths, and safer ways to cycle in and around the Lane Cove industrial area. My kids also go to Artarmon Public school, which will be safer for them to ride to with the new paths. Proposed Improvements I would like to see a lot more cycle ways in the area if possible! In particular routes to and from major transport areas like St Leonards, the new Metro in Crows Nest, Artarmon station etc. A great way in the future to reduce cars is to get people on bikes, and in particular to and from major transport and shopping areas. So also to and from the Artarmon industrial area, Crows Nest, Chatswood etc. From Naremburn (where I live) to Chatswood by bike isn't very straight forward at the moment, nor very safe!
	Support	Comment It provides safer access for people who might be working or accessing these areas by bicycle. Proposed Improvements (1) I would like to see an extension of the Herbert St cycle path to start at Punch St. (2) I would like to see safe access provided to Royal North Shore Hospital either by Wesbourne St or Reserve Rd.

Assessment and Council response to community submissions

Comments and proposed improvements	Council response
Comment Nothing	Currently cyclists in this location have no formal bicycle facilities making it dangerous for vulnerable road users.
Proposed improvements	The goal of the proposed works is to create a

MEMO

<p>Ban the proposal forget it too dangerous and inconvenient for locals and businesses</p>	<p>safer and more legible cycling network. Formalisation of the existing route will increase awareness of the existing bicycle route for other road users and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road.</p>
<p>Comment Nothing.</p> <p>Proposed Improvements Stop wasting rate payers money...fix all the roads with potholes first !!!!!</p>	<p>Funding for this project is provided through the Transport Active Footpaths program therefore is used to support active transport projects and programs. Willoughby City Council welcomes your comment and will pass this onto the relevant officer responsible for the Road Pavements program.</p>
<p>Proposed Improvements More frequent, higher visibility signage than presently implemented is required on shared paths. Cyclists believe that ringing their bell, is a signal for pedestrians to get out of their way, which is quite arrogant. Bells are usually not otherwise sounded. Pedestrians walking dogs must also be catered for, and signage should indicate to cyclists of the need to take extra care and maintain separation from dogs on leads. The following quote from the FAQ is relevant: "On shared paths, people on bicycles are expected to give way to people walking, ring the bell and slow down. Additional signage and pavement markings can be used to improve shared path safety for all users."</p>	<p>Willoughby City Council will be implementing signage that notifies cyclists of the requirement to give way to pedestrians along the shared path. Willoughby City Council will endeavour to ensure the signage is frequent and highly visible.</p>
<p>Comment Any improvement in bicycle viability is good for *all* road and transport users.</p> <p>Proposed Improvements I have previously commuted by bike from Chatswood area through Artarmon to Nth Sydney or Sydney CBD. This particular upgrade is near that route but does not appear to assist that through cycle-traffic route? I stopped commuting by bike essentially because the route alongside the freeway takes cyclists under the lowest parts of the freeway (near the train line crossing?) then up the hill to the crest near Willoughby road and *over* the freeway on the footbridge near Willoughby Rd. Going under the lowest part of the fwy then over the highest part is a killer amount of extra hill-climbing for a semi-casual cyclist.</p>	<p>Willoughby City Council is currently investigating other routes to support the commute by bicycle from Chatswood through to St Leonards to connect with other Council corridors to the Sydney CBD.</p>
<p>Comment This concept helps people like me to go to work by cycle as it will be safe, if there is a route for cyclists.</p>	<p>The goal of the proposed works is to create a safer and more legible cycling network. Formalisation of the existing route will increase awareness of the existing bicycle route for other</p>

MEMO

	road users and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road.
<p>Comment Improved rider safety in Campbell St and Reserve Rd. Most vehicle drivers in that area are aggressive and it does not feel safe to ride on the road.</p> <p>Proposed Improvements bigger, improved and better signage always helps.</p>	<p>The goal of the proposed works is to create a safer and more legible cycling network. Formalisation of the existing route will increase awareness of the existing bicycle route for other road users and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road.</p> <p>There will be increased signage notifying drivers of other road users and line marking and logos on road where cyclists are required to ride on road.</p>
<p>Comment I don't agree with this at all. I think your data is out of date. I have a business on Reserve Rd and see very few cyclists go past. This is going to create an issue with the high volume of Trucks, Buses and cars moving along this route. It is hard enough to get through when a vehicle is turning into a driveway without taking away more of the roadway.</p> <p>Proposed Improvements I think a route passed the Tafe and through the hospital would be better for the students who would use this path and be less impact on the traffic in the area.</p>	<p>Council is not proposing to narrow the roadway or remove any parking. Cyclists will either be designated space on a shared footpath with pedestrians or on current roads.</p> <p>There will be little to no impact for business owners along this route and it will provide a safer riding environment for riders of all levels.</p> <p>This route has been chosen for all riding levels but specifically for commuters to business in the area which will reduce road traffic.</p>
<p>Comment I ride my bike around the area a lot, as I live nearby (in Waters Rd). It would be great to have a more connected set of paths, and safer ways to cycle in and around the Lane Cove industrial area. My kids also go to Artarmon Public school, which will be safer for them to ride to with the new paths.</p> <p>Proposed Improvements I would like to see a lot more cycle ways in the area if possible! In particular routes to and from major transport areas like St Leonards, the new Metro in Crows Nest, Artarmon station etc. A great way in the future to reduce cars is to get people on bikes and in particular to and from major transport and shopping areas. So also to and from the Artarmon industrial area, Crows Nest, Chatswood etc. From Naremburn (where I live) to Chatswood by bike isn't very straight forward at the moment, nor very safe!</p>	<p>The goal of the proposed works is to create a safer and more legible cycling network. Formalisation of the existing route will increase awareness of the existing bicycle route for other road users and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road.</p> <p>There will be increased signage notifying drivers of other road users and line marking and logos on road where cyclists are required to ride on road.</p>
<p>Comment It provides safer access for people who might be working or accessing these areas by bicycle.</p>	<p>The goal of the proposed works is to create a safer and more legible cycling network. Formalisation of the existing route will increase</p>

MEMO

<p>Proposed Improvements (1) I would like to see an extension of the Herbert St cycle path to start at Punch St. (2) I would like to see safe access provided to Royal North Shore Hospital either by Wesbourne St or Reserve Rd.</p>	<p>awareness of the existing bicycle route for other road users and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road. There will be increased signage notifying drivers of other road users and line marking and logos on road where cyclists are required to ride on road.</p> <p>Council are currently investigating the Herbert Street cycle path as part of another project which is in a planning phase. As part of this project we will consider safer access to the Royal North Shore Hospital.</p>
<p>Comment (pin on a map at Reserve Road) I work in Reserve Road, so I am looking forward for a cycle route in Reserve road</p>	
<p>Comment (pin on a map at Reserve Road near Fredrick Street) NOTE: I am a part time cyclist and local business owner, and rate payer. This seems like a crazy idea - having (promoting) cyclists/lanes on reserve road full stop. Clogging up what is one of the busiest parts of Reserve Road....particularly on the South uphill run from Campbell to Frederick St, (as well as East on Frederick and West on Campbell.) There is precious little room on the road when cars are parking and this quite simply does not make sense. Few cyclists use the road currently and this will only worsen the traffic congestion that occurs every weekday on Reserve road. There are many other options deeming this unnecessary.</p>	<p>Council is not proposing or promoting cycle lanes on the roadway of Reserve Road but rather a shared footpath facility. A shared path is a path that can be used by people for walking and cycling. Shared paths are often provided when there is no space for a protected bike path and road conditions are not ideal for riding.</p>
<p>Comment (pin on map on Waltham Street) Can lip at existing kerb ramp be removed?</p>	<p>This will be assessed during the detailed design phase of the project.</p>
<p>Comment (pin on map on Campbell Street near Clarendon Street) Shared paths are a very poor form of Cycleway. Will the street furniture be removed? or are bike users and pedestrians expected to navigate these obstacles? How will the required width be obtained at the Clarendon St intersection?</p>	<p>Street furniture removal or relocation will be assessed as part of the detailed design. The width at Clarendon Street will be further investigated at the detailed design stage. Currently Council proposes to extend the footpath from Clarendon Street to the Pacific Highway on the southern side for shared path.</p>
<p>Comments (pin on map on Campbell Street) Can dimensions be added onto the plans? without dimensions it is hard to see where the conflict locations will be and how narrow the narrowing locations will be.</p>	<p>Dimensions will be included on plans at the detailed design phase of the project.</p>
<p>Comment (1) It is pleasing to see the links being improved from Taylor Lane and Waltham Streets. (2) Frederick St going northward to Herbert St appears to finish nowhere heading north.</p>	<p>Willoughby City Council is currently investigating other routes to support the commute by bicycle from Chatswood through to St Leonards to connect with other Council corridors to the Sydney CBD. This study will</p>

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<p>Cyclists are likely to use the road for the downhill direction on Frederick St going north as they can turn left or right at Herbert St to make other connections.</p> <p>(3) Please consider extension of the cycle path on Herbert St from Clegg St to join the Gore Hill shared path exit at Punch St. This is the most direct route to St Leonards.</p> <p>(4) It is also suggested that safe access be developed to Royal North Shore Hospital. This is probably under your consideration using Westbourne St or Frederick St/Reserve Rd.</p>	<p>take into consideration Herbert Street and links to the North Shore Hospital.</p>
<p>Comment</p> <p>While the proposal will improve east-west access in the industrial area, you map really should show the route in the context of other bike routes to have meaning.</p> <p>More broadly, the cycling strategy needs to cater for those who are not super fit and super brave. Parents should have confidence that their school kids can easily access and use cycle paths safely. That is not the case at present as most bike paths are down creek lines, or on the most dangerous strip of our streets - the metre strip between parked cars and the traffic lane.</p> <p>The most important routes for cycle paths are what are best described as district roads - the roads that link local roads to villages centres (local CBDs) and neighbouring centres. These roads have road lanes with too much traffic for safe riding by casual riders. With Frank Channon Walk out of action, I note council has designated a number of ordinary footpaths as pedestrian cycle paths (with no on-path markings (only on poles). This means council can designate any footpath on any street as a pedestrian-cycle path at minimal infrastructure cost.</p> <p>Council should immediately designate footpaths on Archer St, Penshurst St, High St, Alpha Rd, Sailors Bay Rd, Strathallen Ave, Willoughby Rd, Artarmon Rd, Dalleys Rd, Reserve Rd and the two routes below. A two-metre wide pedestrian-cycle path should be sufficient outside local CBD and away from schools. The two routes are:</p> <p>--- <u>East-West</u>: the <u>north side</u> of Mowbray Rd connecting to the Clifford Love footbridge across the Lane Cove River (North Ryde) and</p>	<p>Willoughby City Council is currently investigating other routes to support the commute by bicycle. Council will ensure to consider the following comment that has been made "Council should immediately designate footpaths on Archer St, Penshurst St, High St, Alpha Rd, Sailors Bay Rd, Strathallen Ave, Willoughby Rd, Artarmon Rd, Dalleys Rd, Reserve Rd and the two routes below. A two-metre wide pedestrian-cycle path should be sufficient outside local CBD and away from schools. The two routes are:</p> <p>--- <u>East-West</u>: the <u>north side</u> of Mowbray Rd connecting to the Clifford Love footbridge across the Lane Cove River (North Ryde) and Eastern Valley Way (via market Garden path) - 6.6 km</p> <p>--- <u>North-South</u>: <u>east side</u> of a route starting at Boundary St 4.5 km:</p> <ul style="list-style-type: none"> a) Pacific Hwy, b) Railway St, c) Thomas Lane d) Frank Channon Walk, e) new local street through Sydney Metro Chatswood site post construction (Nelson St to Mowbray Rd) f) Hampden Rd g) Herbert St h) Pacific Hwy" <p>Please be aware that Council is completing a study of the Pacific Highway footpath, a corridor between Chatswood CBD and St Leonards via Artarmon among many other planning projects.</p>

MEMO

<p>Eastern Valley Way (via market Garden path) - 6.6 km --- <u>North-South: east side</u> of a route starting at Boundary St 4.5 km: a) Pacific Hwy, b) Railway St, c) Thomas Lane d) Frank Channon Walk, e) new local street through Sydney Metro Chatswood site post construction (Nelson St to Mowbray Rd) f) Hampden Rd g) Herbert St h) Pacific Hwy</p> <p>We should expect the neighbouring councils to extend the pedestrian-cycle path along the Pacific Hwy. I note this north-south path passes within a few metres of the Lindfield, Roseville, Chatswood, Artarmon, St Leonards, Crows Nest, Victoria Cross and North Sydney train and Metro stations. It needs an appropriate extension to Milsons Point station and the Harbour Bridge. With the exception of the North Sydney, Waverton and Wollstonecraft stations, all North Shore Line and Sydney Metro stations are on the east side of the Pacific Hwy.</p> <p>Combined with far better, all-weather, secure and safe cycling facilities at rail stations and local CBDs, and the coming availability of cheap electrically assisted bikes, district and main road shared pedestrian-cycle paths are the best means for a major lift in cycling's share of local journeys and a consequent reduction in road congestion.</p> <p>Not getting bike paths off the road lanes of district and main roads, is a policy to kill people - councillors and council staff should consider the current cycle policy as a policy to kill people, and to deny many others safe convenient paths to cycle. I write as a civil engineer.</p>	
<p>Comment Bike North supports upgrading bicycle routes that provide strategic and local connections from the regional bike highway we term the Gore Hill Cycleway, to and through the Artarmon Industrial Area and Artarmon Business Park. Such routes have high value especially for destinations such as Royal North Shore Hospital with its high staff volumes and also for commercial establishments in the</p>	<p>In 2017 consultants were engaged to complete an assessment of the Artarmon Business Precinct bicycle routes. Seven routes were found with the two routes being preferred those being the Campbell Street, Reserve Road and Fredrick Street and the Campbell Street, Reserve Road, Cleg Street, Wlatham Street and Taylors Lane routes.</p> <ol style="list-style-type: none"> 1. As part of the assessment the consultants conducted an onsite visit

MEMO

<p>Artarmon Business Park and Artarmon Industrial Area, and travelling to St Leonards Station and beyond.</p> <p>We also see the need to support bicycle routes that access the Pacific Highway. Prior to the Gore Hill Cycleway, the local signmarked bicycle route along Punch Street, under Hampton Road, Taylors Lane and Carlotta Street was an extremely useful route, especially on weekends to cross from the east to the Pacific Highway. That was the best route and Carlotta Street had the best gradients, with the only difficulty being the crossing of Reserve Road during the working week. This route was also upgraded with a shared path along the highway as a RTA detour route while the Gore Hill Cycleway was being built. The Gore Hill Cycleway has drawn away much of the usage of that east west route but there is still a need to access the Pacific Highway and the best route, except for the issue of crossing Reserve Road, would still to use Carlotta Street. Campbell Street has the advantage of signalised crossing at Reserve Road but it is steeper and one of the busier streets to access the Pacific Highway. It is difficult to recommend any one particular street in those circumstances.</p> <p>Bike North has concerns with some of the designs on consultation. The Artarmon Industrial area is not a pleasant area to ride during the working week, especially at peak hour. There are many heavy vehicles and driveways, traffic flow at peak hour is heavy and motorists are intent on the roads with little attention paid to pedestrians and bike riders. Reserve Road in particular is a high trafficked road with many heavy vehicles. Driveways that enter Reserve Road from an uphill slope are of particular concern. Roundabouts are always difficult for pedestrians and the roundabout at Reserve and Frederick is particularly fraught at peak hour. This is also a busy intersection on weekends due to customer access to Bunnings and the commercial centre on Frederick Street. There are a number of access points to the Gore Hill Cycleway that border the Artarmon Industrial Area and Bike North generally recommends that those riding to destinations within the Artarmon Industrial Area use their closest access point and ride safely from there. For those with destinations within the Artarmon Business Park around Herbert Street or the Royal North Shore Hospital precinct, our</p>	<p>which recorded several criteria including traffic conditions. Waltham street was found to have low traffic volumes.</p> <ol style="list-style-type: none"> 2. The study also assessed both the east and west side of Reserve Road and found that the west side had limited footpath and would be difficult to widen for a suitable shared path width. Therefore the east side of Reserve Road was chosen for the limited number of driveway crossings and the ability to widen the footpath to a suitable shared path width. 3. Lastly, Campbell Street was chosen over Carlotta Street for two reasons: the contractor believed the gradient was actually not as steep as Carlotta Street and an existing crossing of Reserve Road making it a safer route for all levels of cycling. <p>Willoughby City Council is currently investigating other routes to support the commute by bicycle from Chatswood through to St Leonards to connect with other Council corridors to the Sydney CBD. This study will take into consideration Herbert Street and links to the North Shore Hospital.</p> <p>In regards to businesses and road users accessing driveways. The law stipulates that drivers must give way to pedestrians and cyclist on the footpath. Having a shared path does not change this law. Formalisation of a will increase awareness cyclists for other road users and create a bicycle network that is suitable for all riders, including those that may not be as confident riding on-road.</p>
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MEMO

preference is that bike riders use the Punch Street access point and that a shared path or separated bike lane be installed on the eastern side of Herbert St from

Punch Street to the St Leonards Railway Station. We support the proposed shared path on Frederick Street which should be continued left along Reserve Road at the roundabout to access the hospital precinct. Continuing a shared path along Herbert Street provides alternative access to the hospital via Westbourne Street and ultimately to St Leonards Station.

The access from the Gore Hill Cycleway at Taylors Lane, Waltham Street and the closed end of Cleg Street has potential for good access to Bunnings but we do have concerns with regard the movement right from Waltham Street into Cleg Street which is not a normally expected movement. The primary movement at this intersection right turn from Cleg Street into Waltham Street which dominates over the cycling movement.

MEMO

CONCLUSION

Community consultation for the proposal was undertaken between 18 December 2018 and 10 February 2019. Notification letters were distributed to properties in Campbell Street, Reserve Road, Fredrick Street, Cleg Street, Waltham Street and Taylor Lane with 269 letters distributed.

Seventeen (17) responses have been received. Of those that commented nine (9) respondents specified their level of support; Three (3) strongly oppose, three (3) support and three (3) strongly support. Twelve (12) of the Seventeen (17) respondents proposed improvements to the proposal. A Pin on the Map application was also used and captured five (5) comments. The key issues/ comments provided by the community are summarised below:

- A reduced roadway width to current road network. However, Council is not proposing to reduce the roadway width or remove parking from this area as part of this project.
- An extension and improvement to the cycleway network along Herbert Street and connecting into the Royal North Shore Hospital. These comments can be addressed through the St Leonards to Naremburn Share Path Principle Bike Network Study which is currently underway.
- Better connections to the broader cycling network including into the Sydney CBD. These comments can be addressed through the St Leonards to Naremburn Share Path Principle Bike Network Study which is currently underway.

Each of the above-mentioned issues / comments has been considered and responses provided in the table titled "Assessment and Council response to community submissions". The majority of the submissions received were in support of the project advising that improvement to bicycle routes in this location and other locations is highly desired with the belief that it may lower vehicle use and in turn increase health.

4.4 HAVILAH STREET, OSCAR STREET AND VICTORIA AVENUE, CHATSWOOD - TRAFFIC MANAGEMENT AND REGULATORY PARKING RESTRICTIONS

ATTACHMENTS:	1. TRAFFIC MANAGEMENT AND PARKING REGULATORY RESTRICTION CHANGES 2. COMMUNITY SUBMISSIONS ASSESSMENT REPORT
WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To approve the implementation of a new pedestrian refuge in Havilah Street, Stop sign in Oscar Street, all traffic left turn restrictions in Oscar Street and Havilah Street and regulatory signposting in Victoria Avenue and Havilah Street to support safe and efficient movement of traffic, bicyclists and pedestrians at the intersection of Victoria Avenue, Havilah Street and Oscar Street, Chatswood.

2. BACKGROUND

The Chatswood Place development will generate an increase in traffic movements at the intersection of Havilah Street, Oscar Street and Victoria Avenue to access its car park in Oscar Street. A condition of consent requires traffic management at this intersection to maintain safe and efficient operation at all times. The intersection and the relevant section of Havilah Street are shown in the locality diagram.



Locality Diagram: Intersection of Havilah Street, Oscar Street and Victoria Avenue and Havilah Street, north of Victoria Road

3. DISCUSSION

Proposed traffic management and street regulatory parking restriction changes including a new pedestrian refuge, turn restrictions, Stop sign and parking restrictions in Havilah Street, Oscar Street and Victoria Avenue has been developed to provide access, safety and efficiency. The changes are outlined below:

- A new pedestrian refuge in Havilah Street to physically restrict motor vehicle movement out of Havilah Street to left turn only and support safe pedestrian movement along Victoria Avenue.
- All Traffic Left signs and left turn only pavement markings in Oscar Street and Havilah Street to restrict motor vehicle movements out of Oscar Street and Havilah Street to left turn only.
- A Stop sign in Oscar Street at its intersection with Victoria Avenue.

- Full-time No Stopping restrictions in Havilah Street, east and west side of road, north of Victoria Avenue and Victoria Avenue, north side of road, west of Havilah Street to support the new pedestrian refuge and traffic flow along Victoria Avenue.
- Relocation of 2 2P 8.30am – 6pm Everyday Authorised Resident Vehicles Excepted Area 3 parking spaces in Havilah Street in place of one unrestricted parking space and one 4P Ticket 8.30 am – 6 pm everyday parking space in Havilah Street.

The proposed traffic management changes will also lead to the elimination of one unrestricted parking space and one 4P Ticket 8.30 am – 6 pm everyday parking space in Havilah Street and two 2P 8am – 6pm Monday to Friday and 8.30 am – 4.30 pm Saturday parking spaces in Victoria Avenue.

Alternate access for those wishing to use Victoria Avenue, west of Havilah Street, and Oscar Street from Havilah Street is available via Blakesley Street.

The proposed traffic management and parking regulatory signposting changes in Havilah Street, Oscar Street and Victoria Avenue is provided in Attachment 1.

Community consultation was undertaken between 29 January 2019 and 10 February 2019. Notification letters were distributed to properties in Victoria Avenue, Oscar Street and Havilah Street with 277 letters released. Four (4) submissions were received that are a mixture of support (2) and opposition (2) and comment (1) to the proposal. The issues/ comments provided by the community are summarised below:

- The proposal will help traffic flow and pedestrian safety at the intersection of Victoria Avenue, Havilah Street and Oscar Street.
- Create frustration residents trying to get and out of Havilah Street due to the need to find alternate routes to access Victoria Avenue.
- Increase the congestion on Victoria Avenue as drivers are forced to turn into Victoria Avenue when exiting Oscar and Havilah Street
- Chatswood Place has only just been completed and it would be preferable wiat before making changes to adjacent traffic management.
- Loss of parking in Victoria Avenue for visitors and other people that use businesses along Victoria Avenue.

Each of the above-mentioned issues/ comments have been considered and responses provided in the Community Submissions Assessment Report. A copy of the Community Submissions Assessment Report is provided in ATTACHMENT 2.

The following comments are offered in response to the concerns above:

- The proposed changes at the intersection of Victoria Avenue, Havilah Street and Oscar Street are in response to a condition of development consent that was imposed following consideration of the safety and traffic impacts of the Chatswood Place development as outlined in the traffic and transport development impact report.
- The current right turn and through movements in Havilah Street and Oscar Street directly impacted by the proposed traffic changes at the intersection of Victoria Avenue, Havilah Street and Oscar Street are low and can be adequately accommodated within Victoria Avenue and the adjacent intersections with no, or minimal but acceptable, safety reduction and increase in the level of congestion in Victoria Avenue anticipated.
- The alternate route to access Victoria Avenue via Nicholson Street and Blakesley Street or Nicholson Street and Archer Street would not lead to an unreasonable increase in travel distance or time.

- Street parking is available in Victoria Avenue, Havilah Street, Neridah Street and Oscar Street in close proximity to the businesses along Victoria Avenue directly impacted by the proposal. There is also no guarantee that visitors wishing to use the businesses will find parking in this locality as there are available for all the community.

The delivery of the proposed refuge in Havilah Street, Stop sign in Oscar Street, all traffic left turn restrictions in Oscar Street and Havilah Street and regulatory signposting in Victoria Avenue and Havilah Street is to be 100% funded via developer contribution.

4. CONCLUSION

Chatswood Place development will generate an increase in traffic movements at the intersection of Havilah Street, Oscar Street and Victoria Avenue to access its car park in Oscar Street. A condition of consent requires traffic management at this intersection to maintain safe and efficient operation at all times.

A traffic management proposal including a new pedestrian refuge, turn restrictions, Stop sign and parking restrictions in Havilah Street, Oscar Street and Victoria Avenue is proposed to provide access, safety and efficiency.

Community consultation was undertaken between 29 January 2019 and 10 February 2019. Notification letters were distributed to properties in Victoria Avenue, Oscar Street and Havilah Street with 277 letters released. Four (4) submissions were received that are a mixture of support (2) and opposition (2) and comment (1) to the proposal.

It is considered that the safety and traffic flow benefits of the proposal exceed the detrimental impacts to access and should proceed.

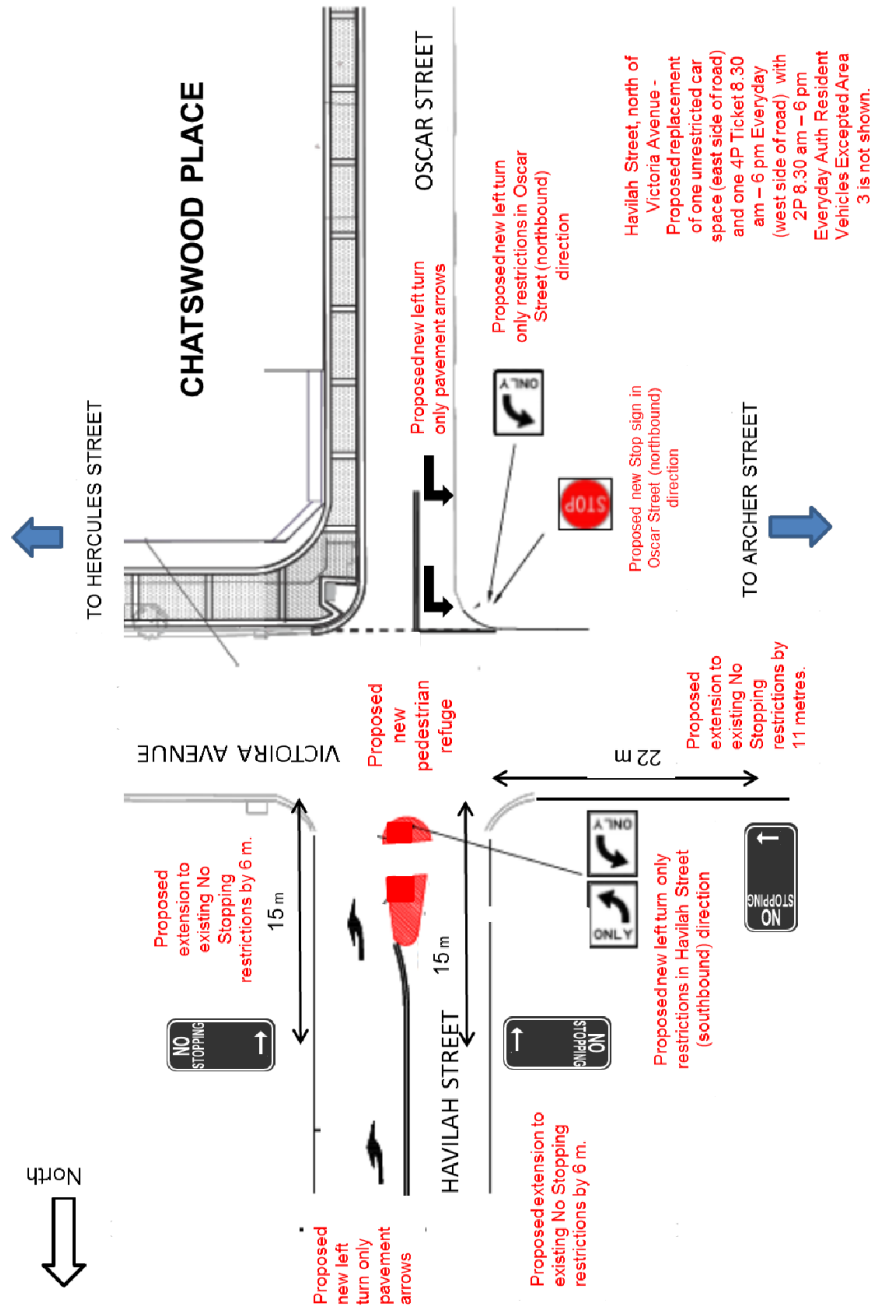
5. OFFICER'S RECOMMENDATION

That Council:

- **Approve the implementation of new pedestrian refuge in Havilah Street, Stop sign in Oscar Street, all traffic left turn restrictions in Oscar Street and Havilah Street and regulatory signposting in Victoria Avenue and Havilah Street in ATTACHMENT 1.**
- **Approve requesting a 100% funding contribution from the developer of the Chatswood Place development for the implementation of the works.**

Victoria Avenue, Havilah Street and Oscar Street, Chatswood

Proposed Traffic Management and Regulatory Parking Restriction Changes





MEMO

Memo To: -

Memo From: Gordon Farrelly
Traffic and Transport Team Leader

CC: -

Date: 11 February 2019

Subject: Community Consultation Assessment Report for proposed traffic management and regulatory parking restriction changes in Victoria Avenue, Havilah Street and Oscar Street Chatswood

BACKGROUND

The Chatswood Place development will generate an increase in traffic movements at the intersection of Havilah Street, Oscar Street and Victoria Avenue to access its car park in Oscar Street. A condition of consent requires traffic management at this intersection to maintain safe and efficient operation at all times.

Proposed traffic management and street regulatory parking restriction changes including a new pedestrian refuge, turn restrictions, Stop sign and parking restrictions in Havilah Street, Oscar Street and Victoria Avenue has been developed to provide access, safety and efficiency. The changes are outlined below:

- A new pedestrian refuge in Havilah Street to physically restrict motor vehicle movement out of Havilah Street to left turn only and support safe pedestrian movement along Victoria Avenue.
- All Traffic Left signs and left turn only pavement markings in Oscar Street and Havilah Street to restrict motor vehicle movements out of Oscar Street and Havilah Street to left turn only.
- A Stop sign in Oscar Street at its intersection with Victoria Avenue.
- Full-time No Stopping restrictions in Havilah Street, east and west side of road, north of Victoria Avenue and Victoria Avenue, north side of road, west of Havilah Street to support the new pedestrian refuge and traffic flow along Victoria Avenue.
- Relocation of 2 2P 8.30am – 6pm Everyday Authorised Resident Vehicles Excepted Area 3 parking spaces in Havilah Street in place of one unrestricted parking space and one 4P Ticket 8.30 am – 6 pm everyday parking space in Havilah Street.

The proposed traffic management changes will also lead to the elimination of one unrestricted parking space and one 4P Ticket 8.30 am – 6 pm everyday parking space in Havilah Street and two 2P 8am – 6pm Monday to Friday and 8.30 am – 4.30 pm Saturday parking spaces in Victoria Avenue.

MEMO

CURRENT POSITION

Community consultation was undertaken between 29 January 2019 and 10 February 2019. Notification letters were distributed to properties in Victoria Avenue, Oscar Street and Havilah Street with 277 letters released. Four (4) submissions were received that are a mixture of support (2) and opposition (2) and comment (1) to the proposal.

The community feedback received is listed in the table below:

Name and Email	Level of Support	Comments and proposed improvements
-	<p>Opposition to the proposed changes in Victoria Avenue and Havilah Street.</p> <p>Support changes proposed in Oscar Street</p>	<p>Comment</p> <p>I am opposed to you introducing some of the traffic changes as amended in that letter....</p> <p>Chatswood Place has only just been completed and it would be preferable to let some time pass, say 1 or 2 years, before making drastic changes to adjacent traffic management. After all, I have been in the area for many years and my rights as an existing resident should be preserved. Any traffic management issues associated with the new development, should be taken from Chatswood Places land (for example, loss of parking spaces).</p> <p>My visitors and other people park in Victoria Avenue in front of the building where I am located. I insist that the parking spaces remain the way they are and not be made a No Stopping zone.</p> <p>I often drive to 341 Victoria Avenue along Havilah Street and turn right into Victoria Avenue. Under your new proposal I would not be able to turn right. I do not agree with a compulsory left turn from Havilah Street into Victoria Avenue.</p> <p>I am in agreement with the changes you are proposing regarding Oscar Street.</p>
-	Oppose	<p>Comment</p> <p>I am a resident of Havilah Street.</p> <p>With the proposed changes, I foresee that it will create a lot of frustration for residents trying to get and out of Havilah Street.</p> <p>It will also increase the congestion on Victoria Avenue as drivers are forced to turn into Victoria Avenue when exiting Oscar and Havilah Street. Where possible, I generally avoid Victoria Avenue by driving straight across it via Oscar and</p>

MEMO

		<p>Havilah.</p> <p>I have not experienced congestion on Ocar and Havilah Street, even at peak hours on weekend afternoons.</p> <p>May I know who complained that there was congestion issue? It cannot be a resident of Ocar or Havilah Street that would request Council to create frustration where none exists.</p> <p>Was a traffic study performed before this proposal was sent. If yes, I would like a copy of the traffic survey. As a resident, I would like to see the result to understand why I have not experienced congestion .</p>
-	Support and suggestions	<p>Comment</p> <p>We have recieved your request for community feedback on behalf of a number of Owners within this precent and will forward them on for their own comment if they choose.</p> <p>Our office is located in Oscar Street and so we felt it might be worth providing you with some direct feedback as to what we have been noticing since Chatswood Place opened for business.</p> <p>There has been a dramatic increase in drivers doing U-turns at and around the junction of Oscar Street and Victoria Avenue. These drivers exit the parking at Chatswood Place and turn right only to find a very busy intersection.</p> <p>We acknowledge the suggested changes will help traffice flow and pedestrian safety at Victoria Avenue however it may also be sensible to consider a Left Turn only out of Chatswood Place. This would inform drivers of the best exit process in advance of needing to do a U-Turn and, given they will only do a Left turn at Victoria Avenue, will likely harmonise with this.</p> <p>The second thing we are noticing is a large number of people are using Oscar Street as a waiting area for picking children up from the various private education classrooms. They are often waiting on the Chatswood Place side, utilising the loading zone or parking in the Chatswood Village disabled parking spaces.</p>
-	Support	<p>Comment</p> <p>Thank you for the notice of parking restrictions. I</p>

MEMO

		have no problem with them
--	--	---------------------------

Assessment and Council response to community issues/ comments in the Submissions

Comments and proposed improvements	Council response
<p>Comment</p> <p>I am opposed to you introducing some of the traffic changes as amended in that letter....</p> <p>Chatswood Place has only just been completed and it would be preferable to let some time pass, say 1 or 2 years, before making drastic changes to adjacent traffic management. After all, I have been in the area for many years and my rights as an existing resident should be preserved. Any traffic management issues associated with the new development, should be taken from Chatswood Places land (for example, loss of parking spaces).</p> <p>My visitors and other people park in Victoria Avenue in front of the building where I am located. I insist that the parking spaces remain the way they are and not be made a No Stopping zone.</p> <p>I often drive to 341 Victoria Avenue along Havilah Street and turn right into Victoria Avenue. Under your new proposal I would not be able to turn right. I do not agree with a compulsory left turn from Havilah Street into Victoria Avenue.</p> <p>I am in agreement with the changes you are proposing regarding Oscar Street.</p>	<p>The proposed changes at the intersection of Victoria Avenue, Havilah Street and Oscar Street are in response to a condition of development consent that was imposed following consideration of the safety and traffic impacts of the Chatswood Place development as outlined in the traffic and transport development impact report.</p> <p>Street parking is available in Victoria Avenue, Havilah Street, Neridah Street and Oscar Street in close proximity to the businesses along Victoria Avenue directly impacted by the proposal. There is also no guarantee that visitors wishing to use the businesses will find parking in this locality as there are available for all the community.</p> <p>The current right turn and through movements in Havilah Street and Oscar Street directly impacted by the proposed traffic changes at the intersection of Victoria Avenue, Havilah Street and Oscar Street are low and can be adequately accommodated within Victoria Avenue and the adjacent intersections with no, or minimal but acceptable, safety reduction and increase in the level of congestion in Victoria Avenue anticipated.</p> <p>Alternate access for those wishing to use Victoria Avenue, west of Havilah Street, and Oscar Street from Havilah Street is available via Nicholson Street and Blakesley Street or Nicholson Street and Archer Street. The alternate route would not lead to an unreasonable increase in travel distance or time.</p> <p>Noted</p>

MEMO

<p>Comment</p> <p>I am a resident of Havilah Street.</p> <p>With the proposed changes, I foresee that it will create a lot of frustration for residents trying to get and out of Havilah Street.</p> <p>It will also increase the congestion on Victoria Avenue as drivers are forced to turn into Victoria Avenue when exiting Oscar and Havilah Street. Where possible, I generally avoid Victoria Avenue by driving straight across it via Oscar and Havilah.</p> <p>I have not experienced congestion on Ocar and Havilah Street, even at peak hours on weekend afternoons.</p> <p>May I know who complained that there was congestion issue? It cannot be a resident of Ocar or Havilah Street that would request Council to create frustration where none exists.</p> <p>Was a traffic study performed before this proposal was sent. If yes, I would like a copy of the traffic survey. As a resident, I would like to see the result to understand why I have not experienced congestion .</p>	<p>The current right turn and through movements in Havilah Street and Oscar Street directly impacted by the proposed traffic changes at the intersection of Victoria Avenue, Havilah Street and Oscar Street are low and can be adequately accommodated within Victoria Avenue and the adjacent intersections with no, or minimal but acceptable, safety reduction and increase in the level of congestion in Victoria Avenue anticipated.</p> <p>Alternate access for those wishing to use Victoria Avenue, west of Havilah Street, and Oscar Street from Havilah Street is available via Nicholson Street and Blakesley Street or Nicholson Street and Archer Street. The alternate route would not lead to an unreasonable increase in travel distance or time.</p> <p>The proposed changes at the intersection of Victoria Avenue, Havilah Street and Oscar Street are in response to a condition of development consent that was imposed following consideration of the safety and traffic impacts of the Chatswood Place development as outlined in the traffic and transport development impact report.</p>
<p>Comment</p> <p>We have recieved your request for community feedback on behalf of a number of Owners within this precent and will forward them on for their own comment if they choose.</p> <p>Our office is located in Oscar Street and so we felt it might be worth providing you with some direct feedback as to what we have been noticing since Chatswood Place opened for business.</p> <p>There has been a dramatic increase in drivers doing U-turns at and around the junction of Oscar Street and Victoria Avenue. These drivers exit the parking at Chatswood Place and turn right only to find a very busy intersection.</p> <p>We acknowledge the suggested changes will</p>	<p>Noted.</p> <p>Traffic behaviour will likely change when the traffic management and regulatory parking restriction changes are implemented.</p>

MEMO

<p>help traffic flow and pedestrian safety at Victoria Avenue however it may also be sensible to consider a Left Turn only out of Chatswood Place. This would inform drivers of the best exit process in advance of needing to do a U-Turn and, given they will only do a Left turn at Victoria Avenue, will likely harmonise with this.</p> <p>The second thing we are noticing is a large number of people are using Oscar Street as a waiting area for picking children up from the various private education classrooms. They are often waiting on the Chatswood Place side, utilising the loading zone or parking in the Chatswood Village disabled parking spaces.</p>	<p>The correct use of the parking restrictions will be encouraged with the Rangers Section requested to monitor and enforce the parking restrictions in Oscar Street.</p>
<p>Comment</p> <p>Thank you for the notice of parking restrictions. I have no problem with them</p>	<p>Noted.</p>

CONCLUSION

The issues/ comments provided by the community are summarised below:

- The proposal will help traffic flow and pedestrian safety at the intersection of Victoria Avenue, Havilah Street and Oscar Street.
- Create frustration residents trying to get and out of Havilah Street due to the need to find alternate routes to access Victoria Avenue.
- Increase the congestion on Victoria Avenue as drivers are forced to turn into Victoria Avenue when exiting Oscar and Havilah Street
- Chatswood Place has only just been completed and it would be preferable wait before making changes to adjacent traffic management.
- Loss of parking in Victoria Avenue for visitors and other people that use businesses along Victoria Avenue.

It is considered that the safety and traffic flow benefits of the proposal exceed the detrimental impacts to access and should proceed.

4.5 CHATSWOOD CENTRAL BUSINESS DISTRICT - VIVID 2019 PEDESTRIAN, TRAFFIC AND TRANSPORT MANAGEMENT PLAN

ATTACHMENTS:	1. PEDESTRIAN, TRAFFIC AND TRANSPORT MANAGEMENT PLAN
WARD:	WEST WARD AND MIDDLE WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	DANIEL SUI - SENIOR TRANSPORT ENGINEER, PLANNING & INFRASTRUCTURE
CITY STRATEGY OUTCOME:	2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To endorse the Vivid 2019 Pedestrian, Traffic and Transport Management Plan and Operations Plans (FINAL DRAFT) to support the safe and efficient operation of Chatswood Central Business District during the 2019 Vivid Sydney Festival.

2. BACKGROUND

The 2019 Vivid Sydney Festival is in its fifth year of operation at Chatswood. Willoughby City Council will be co-hosting the 2019 Vivid Sydney Festival from the Chatswood transport interchange to Chatswood Chase. The Vivid Sydney Festival runs from Friday 24 May to Saturday 15 June 2019 between 5:30pm to 10:30pm over 23 nights.

A Traffic & Transport Working Group (TTWG) comprising Willoughby Council, NSW Police Major Events & Incident Group (State Planning Unit), Counter Terrorism Unit, Destination NSW (DNSW), Transport Management Centre (Transport NSW), State Transit Authority (STA) and Roads and Maritime Services (RMS) have been formed to oversee the development of the Pedestrian, Traffic & Transport Management Plan and Operation Plans. Willoughby Council is the lead agency responsible for the delivery of the Plans

The Pedestrian, Traffic & Transport Management Plan and Operation Plans provide the pedestrian, traffic and transport management framework that agencies operate in the 2019 Vivid Sydney precinct. The Plans provide the strategy for managing the large crowds of pedestrians and minimise traffic and transport congestion so that the safety of visitors to the event, general public in the Chatswood CBD, contractors and staff working on the event, and the general public is maximised.

The Plans incorporating road closures are similar to previous years with additional laneways closures in response to public safety requirements for the 2019 event considering attendance counts from previous years. The event footprint as indicated in Attachment 1.

The Vivid 2019 Pedestrian, Traffic and Transport Management Plan and Operations Plans (DRAFT) need endorsement by the Local Traffic Committee and Council before being approved by the Vivid Traffic & Transport Working Group.

3. DISCUSSION

Pedestrian, Traffic & Transport Management Plan and Operation Plans

The Pedestrian, Traffic & Transport Management Plan and Operation Plans (FINAL DRAFT) have been developed based on the expected visitation of people over the 23 nights of operation, surveys undertaken by Vivid Sydney team and Council. The application of Traffic Operation Levels is the same principles as the overarching Vivid Sydney TMP, based on a normal dry and fine weather forecast. Any significant changes to weather may have significant influence on the planned visitation numbers

The two traffic operation schemes are:

- **Level 1** – Minor laneway closures; and
- **Level 2 (Level 2A & Level 2B)** –road closures

The road closures in **Level 2A & Level 2B** are to assist with pedestrian movements, improve safety for the large crowds and minimise traffic congestion around the Chatswood Transport interchange, Chatswood Mall and The Concourse during the event nights. Level 2 traffic operation runs from Thursday nights to Saturday nights including the long weekend Sunday night (9 June).

Traffic Operation Schemes Overview

Level 1 Traffic Operation

The **Level 1** traffic operation scheme implements pedestrian management at one intersection in Chatswood CBD (Victoria Ave/Anderson St intersection) and two laneway road closures (Post Office Lane and Mills Lane). All traffic movement in Chatswood CBD is unaffected including STA bus services. Pedestrian crossings at Victoria Avenue/ Anderson Street will be managed by traffic controllers.

Level 1 Traffic Operation Times

- Sunday to Wednesday excluding Sun 9 June (long weekend);
- Hours: 5pm to 10:30pm;

Level 2 (2A and 2B) Traffic Operations

The **Level 2 (2A and 2B)** traffic operation schemes require:

- Road closures during the weekday and weekend at different times. Victoria Ave between Endeavour St and Archer St will be closed.
- A detour of all traffic including STA buses will be implemented from 5:30pm.
- All bus services will be detoured to and from Chatswood Bus Interchange for the Sydney city bound routes (bypassing Victoria Ave between Penshurst St and Chatswood Bus Interchange). This detour route has been successfully implemented during the Willoughby Spring Fair and it worked well to minimise impacts to bus services. The detour routes will operate along Victoria Ave – Penshurst Street – Ashley St – Anderson St – Chatswood Bus Interchange (for both directions).
- A temporary loop bus service along Victoria Avenue between Penshurst St and Neridah St will be provided by Council.

- Additional clearways be provided to increase capacity and improve traffic flows during road closures and when detours are in operations.
- The proposed additional clearways are:
 - Albert Ave between Archer St and Oscar St (north side); and
 - Neridah Rd between Victoria Ave and Albert Ave (east side).
- Chatswood Police parking on Albert Ave will be temporarily removed and relocated to Bertram St (west side).

Level 2 Operation Times

Level 2A	Thursdays and Fridays	5:30pm – 10:30pm
Level 2B	Saturdays and Long weekend Sunday, 9 June	5:00pm – 10:30pm

- Clearway operation starts at 3pm – 10:30pm;
- Full road closure of Victoria Avenue between Endeavour Street and Archer Street;
- Full closure of Anderson St south between Victoria Avenue and Westfield car park exit ramp (including Charlotte Lane);
- Full closure of Post Office Lane between Chatswood Interchange entrance to Victor Street;
- Full closure of Mills Lane (north of Archer St); and
- Full closure of Ashley St between Pacific Hwy and Anderson St.

The table below shows the different Level of Operation (**Level 1** and **Level 2**) for Chatswood precinct during the 23 nights:

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				24 May Level 2A	25 May Level 2B	26 May Level 1
27 May Level 1	28 May Level 1	29 May Level 1	30 May Level 2A	31 June Level 2A	1 June Level 2B	2 June Level 1
3 June Level 1	4 June Level 1	5 June Level 1	6 June Level 2A	7 June Level 2A	8 June Level 2B	9 June Level 2B
10 June Level 1	11 June Level 1	12 June Level 1	13 June Level 2A	14 June Level 2A	15 June Level 2B	

The **Level 1** and **Level 2** Operations Plans comprise a Traffic Management plan; Clearway Operation plan; Variable Message Sign installation plan; and Vehicle Mitigation Plan are enclosed in Attachment 2.

Improvements to the Vivid 2019 Pedestrian, Traffic and Transport Management Plan

A number of new measures are proposed to be implemented in 2019 that were not implemented in previous years including:

- The Level 2A road closures will commence from 5.30 pm as compared to 7.00 pm in previous years.
- The Level 1 road closures in Post Office Lane and Mills Lane; and

- The proposed additional clearways in Albert Ave between Archer St and Oscar St (north side); and Neridah Rd between Victoria Ave and Albert Ave (east side).

A Road Occupancy License application to temporarily close roads for the Vivid period will be obtained. Council is currently undertaking consultation with Destination NSW, NSW Police, Transport Management Centre, State Transit Authority and Roads and Maritime Services to develop the Pedestrian, Traffic & Transport Management Plan and Operation Plans (FINAL DRAFT).

4. CONCLUSION

The Pedestrian, Traffic and Transport Management Plan and Operation Plans (FINAL DRAFT) will be submitted to the Vivid Traffic & Transport Working Group (TTWG) and NSW Police for review and endorsement.

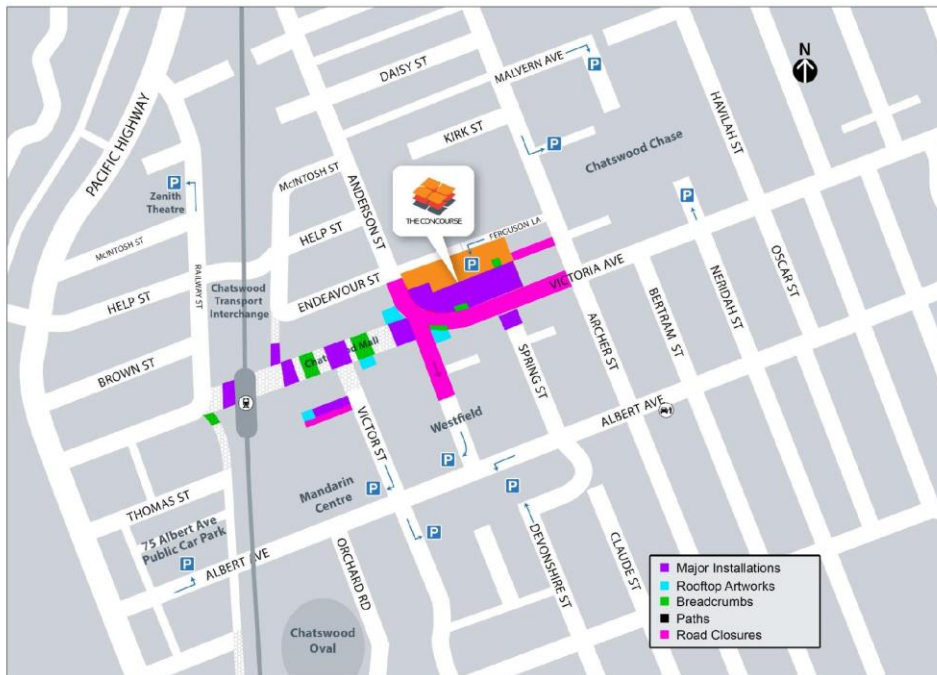
The approved Pedestrian, Traffic and Transport Management Plan and Operation Plans will be circulated to all Traffic Committee voting members once they have been endorsed by the TTWG.

The project is being funded by Council's traffic management program as part of the current financial year 2018-2019 budget.

5. OFFICER'S RECOMMENDATION

That Council approve the Pedestrian, Traffic and Transport Management Plan and Operation Plans (FINAL DRAFT) be submitted to Vivid Traffic & Transport Working Group and NSW Police for endorsement and implementation.

Attachment 1 – 2019 Vivid Chatswood Road Network Impacts



Vivid Chatswood 2019

Event Pedestrian, Traffic and Transport Management Plan

Prepared by: GTA Consultants (NSW) Pty Ltd for Willoughby City Council

on 7/02/19

Reference: N163630

Issue #: A



Vivid Chatswood 2019

Event Pedestrian, Traffic and Transport Management Plan


Client: Willoughby City Council

on 7/02/19

Reference: N163630

Issue #: A

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	30/01/2019	Draft	Fam Ling Khung	Dora Choi	Dora Choi	
A-Dr 2	04/02/2019	Draft – amended	Fam Ling Khung	Dora Choi	Dora Choi	
A	07/02/2019	Final	Fam Ling Khung	Dora Choi	Dora Choi	

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GTA Report (1)



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INTRODUCTION

1. INTRODUCTION

01



N163630 // 7/02/19
Event Pedestrian, Traffic and Transport Management Plan
Issue: A // Vivid Chatswood 2019

INTRODUCTION

1.1. Background

Willoughby City Council has been hosting the Vivid Chatswood event for a number of years. The Council will be hosting the 2019 Vivid Chatswood event within the Chatswood CBD area. The 2019 event program will be held over 23 nights from Friday 24th May 2019 to Saturday 15th June 2019.

To assist in the planning of the event, GTA Consultants has been engaged by Willoughby City Council to prepare an Event Transport Management Plan.

The Event Transport Management Plan has been prepared in conjunction with the event organisers (Willoughby City Council).

It is understood that Council will consult with Roads & Maritime Services (RMS), public transport operators and other relevant stakeholders.

1.2. Objectives

This document constitutes the Event Traffic Management Plan and summarises the event treatments within the precinct to improve the efficiency and safety of ingress and egress for pedestrians, bicycles, cars, service vehicles, buses and emergency vehicles.

The Event Transport Management Plan includes consideration of the following:

- general precinct traffic not associated with the event
- pedestrians and cyclists not associated with the event
- patrons arriving to the event by foot, by bus, by train and by private vehicle
- Emergency Vehicle Access
- surrounding land uses in the vicinity of the event.

This report has been prepared by engineers who hold the Roads and Maritime Services (Roads and Maritime) Prepare a Works Zone Traffic Management Plan certification. Details of the accredited engineers are provided below:

- Dora Choi Certification No. 0051848825
- Farn-Ling Khung Certification No. 0051848801

1.3. References

In preparing this Event Transport Management Plan, references have been made to the following:

- NSW Government Guide to Traffic and Transport Management for Special Events, Version 3.5, 2018
- Traffic Control at Work Sites Technical Manual, RMS, July 2018 (Version 5.0)
- Australian Standard AS1742.3 – 2009 Manual of Uniform Traffic Control Devices – Part 3: Traffic control for works on roads
- ANZCTC Hostile Vehicle Guidelines for Crowded Places, 2017
- Transport Management Centre Road Occupancy Manual, Issue 14, May 2015.

EVENT OVERVIEW

2. EVENT OVERVIEW

02

EVENT OVERVIEW

2.1. Event Description

The 2019 Vivid Chatswood event will be held between Friday 24th May 2019 to Saturday 15th June 2019.

At the time of preparation of this Event Transport Management Plan, it is understood that the event will consist of a number of creative lighting, music and artistic installations within the Chatswood CBD area.

It is expected that peak patronage for the event will occur on Thursday, Friday and Saturday nights, as well as over the Queen's Birthday long weekend.

2.2. Event Overview

A summary of the event is provided in [Table 2.1](#)

Table 2.1: Event Overview

	Details
Event Name	2019 Vivid Chatswood
Organiser	Willoughby City Council
Date	Friday 24 th May 2019 – Saturday 15 th June 2019
Location	Chatswood CBD
Event Classification	Class 2 Event
Event Time	The event will run from: Level 1: 5:00pm – 9:30pm from Sunday to Wednesday, excluding Sunday 9 th June Level 2A: 5:30pm – 10:30pm from Thursday to Friday Level 2B: 5:00pm – 10:30pm Saturday and also Sunday 9 th June

2.3. Event Contacts

An event contact register is provided below in [Table 2.2](#). It is recommended that Willoughby City Council maintains an up-to-date contact register and distribute it to all relevant stakeholders as they change.

Table 2.2: Contact Register

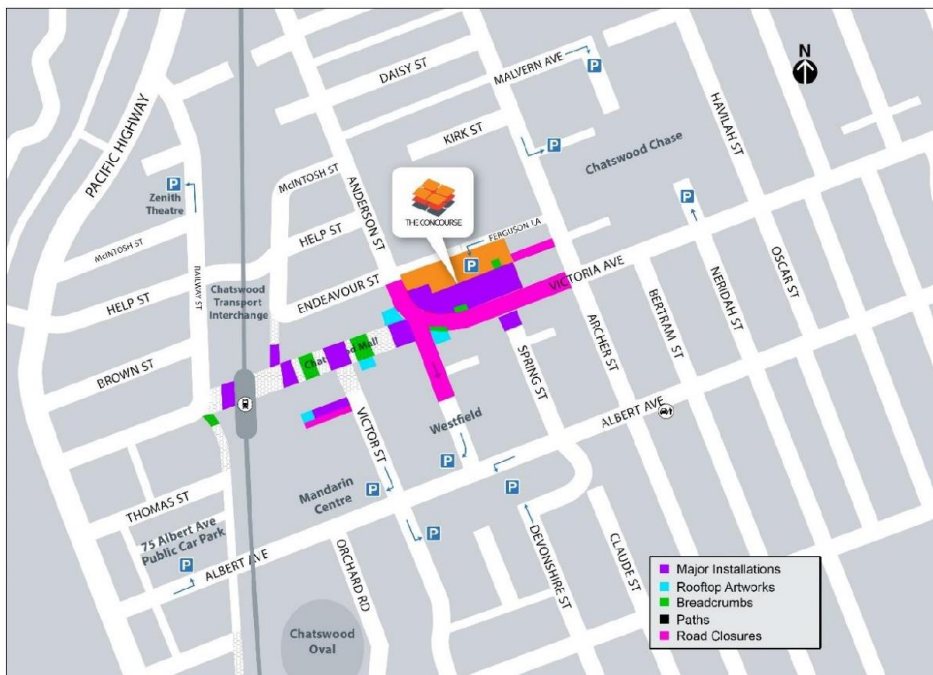
Organisation	Name	Title	Phone Number	Email Address
Willoughby City Council	Bernard Lau	Events Tech Office	0411 403 657	Bernard.Lau@willoughby.nsw.gov.au
Willoughby City Council	Juliet Rosser	Events Producer	0429 997 980	Juliet.Rosser@willoughby.nsw.gov.au
Willoughby City Council	Daniel Sui	Senior Transport Engineer	0409 785 819	Daniel.Sui@willoughby.nsw.gov.au
STA	Tony Moujalli	Customer Operations Manager (Western Region)	0400 782 555	tony_moujalli@sta.nsw.gov.au
STA	Egwin Herbert	Traffic and Service Manager (Northern and Western Region)	0400 185 292	Egwin_Herbert@sta.nsw.gov.au
NSW Police (North Shore Police Area Command)	Ryan Edwards	Traffic Supervisor	9956 3139	Edwa2rya@police.nsw.gov.au
Roads and Maritime Services (RMS)	Zakaria Ahmad	A/ Network and Safety Office (Sydney – North West Precinct)	8849 2205	Zakaria.k.ahmad@rms.nsw.gov.au

EVENT OVERVIEW

2.4. Event Footprint

There will be a number of event installations throughout the Chatswood CBD for Vivid 2019. The resultant event footprint is shown in Figure 2.1 below:

Figure 2.1: Event Footprint



2.5. Class of Special Events

The NSW Government Guide to Traffic and Transport Management for Special Events, Version 3.5, 2018 outlines the processes to identify the class of special event which are based on the level of disruption to traffic and transport systems, and disruption to the non-event community.

The Vivid Chatswood 2019 event is classified as a Class 2 event, as the event will impact local traffic and transport systems and will result in low scale disruption to the non-event community as a result of road closures within the Chatswood CBD area.

2.6. Risk Assessment & Risk Management

The Occupational Health & Safety Act 2000 requires "that risks to health and safety at a place of work are identified, assessed and eliminated or controlled."

A number of Traffic Control Plans have been developed to describe the use of traffic control devices as part of risk management for traffic.

While this TMP provides risk management for the traffic component of the event, an overall risk assessment should be conducted by the event organisers for the whole event.



EXISTING CONDITIONS

3. EXISTING CONDITIONS

03

EXISTING CONDITIONS

3.1. Site Context

The event footprint stretches from The Interchange to Archer Street, Albert Avenue to Endeavour Street.

The immediate land uses surrounding the event precinct are largely retail, with some commercial and residential land uses. Key retail uses in the immediate vicinity of the event are:

- The Interchange, typically open between 6am and 11pm on Saturdays
- Mandarin Centre, typically open between 10am and 8pm on Saturdays
- Lemon Grove, typically open between 7:30am and 8:30pm on Saturdays
- Westfield Chatswood, typically open between 9am and 6pm on Saturdays
- Chatswood Chase, typically open between 9am and 5pm on Saturdays.

3.2. Surrounding Road Network

Chatswood Mall is a pedestrian link connecting Chatswood Transport Interchange with Victoria Avenue and is closed to general traffic.

Victoria Avenue functions as a local collector road through the spine of Chatswood CBD (East).

Anderson Street (north of Victoria Avenue) and Archer Street run perpendicular to Victoria Avenue linking Chatswood CBD to the arterial road network.

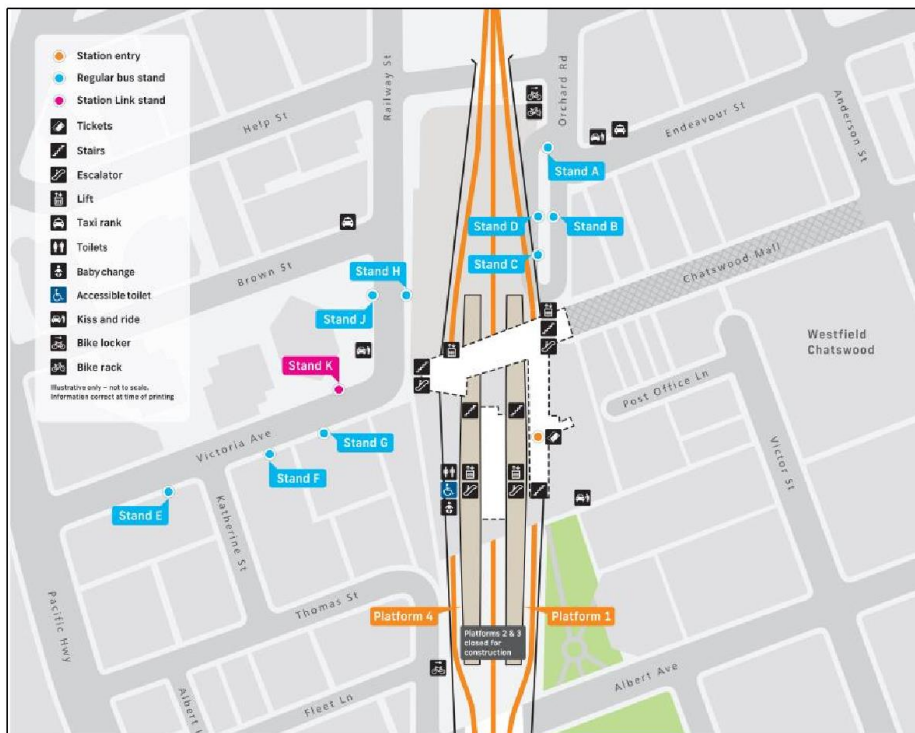
All roads within the vicinity of the event footprint, including side streets such as Spring Street and Bertram Street are local roads under the care and management of Willoughby City Council.

3.3. Public Transport

Chatswood Transport Interchange is a centralised hub for train, bus and taxi services. A map of the interchange is provided in [Figure 3.1](#)

EXISTING CONDITIONS

Figure 3.1: Chatswood Transport Interchange



Source: <https://transportnsw.info/document/3462/1808ptm-p-chatswood-hub-wcag-20180924.pdf> accessed 3 October 2018

3.3.1. Train Services

The T1 North Shore, Northern and Western Line and Central Coast Line services Chatswood Railway Station.

The railway line between Chatswood and Epping is currently closed for works in relation to the Sydney Metro Northwest project. Station Link bus services is currently in place, replacing trains between Chatswood, Macquarie Park, Macquarie University and Epping, and will operate from a dedicated bus stand on Victoria Avenue, west of the Chatswood Interchange.

It is understood that the Sydney Metro Northwest line may be complete around May 2019. If complete during the event period, it is expected that the Station Link Service will cease operation and the Metro Northwest line operational. There is no published information on the Sydney Metro website at the time of preparation of this Event Transport Management Plan.

There will be no disruptions to train services as a result of the hosting of the event.

3.3.2. Bus Services

Several bus services operate from Chatswood Interchange. A summary of the bus routes in the vicinity of the site is shown in [Figure 3.2](#)

EXISTING CONDITIONS

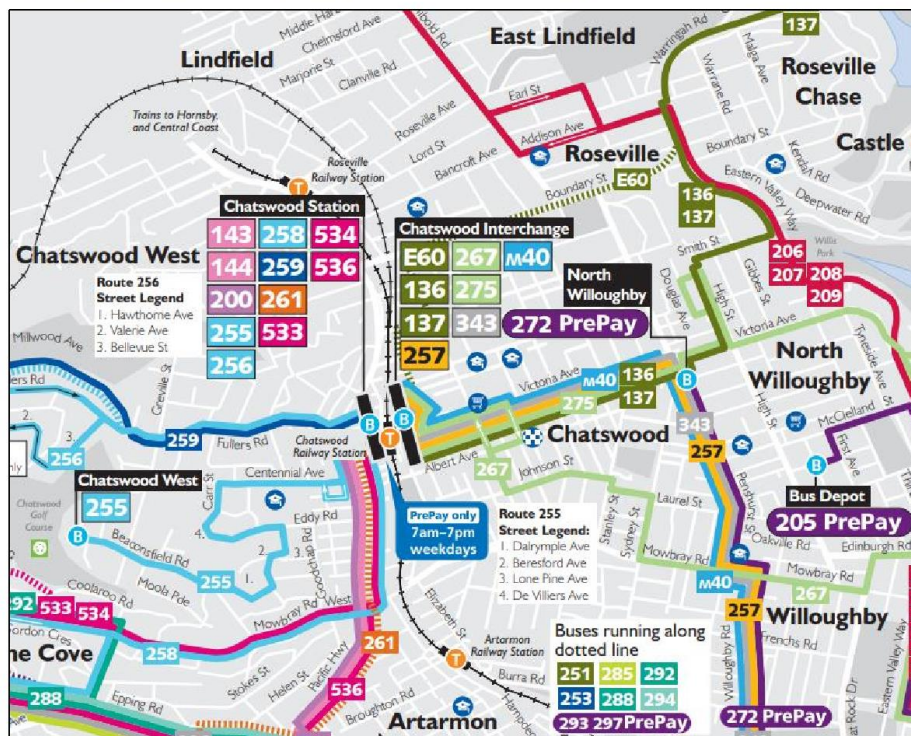
Figure 3.2: Bus Services Operating from Chatswood Interchange

B	Stand A	280 Warringah Mall	Stand F	Stand J
	Stop no. 206720	281 Davidson	Stop no. 206717	Stop no. 2067135
	136 Manly	282 Davidson and Belrose	143 Manly	558 Lindfield
	137 Bantry Bay	283 Belrose	144 Manly via RNS Hospital	565 Macquarie University
	275 Castlecrag	284 Duffys Forest	200 Bondi Junction	627 Castle Hill
	E60 Mona Vale			628 Norwest
		Stand D	Stand G	N90 Hornsby
	Stand B	Stop no. 206722	Stop no. 206712	N91 Macquarie Park
	Stop no. 206718	Arrivals only	256 Chatswood West	
	257 Balmoral Beach	Stand E	259 Macquarie Centre	Stand K
	267 Crows Nest	Stop no. 206761		Stop no. 206740
	343 Kingsford	255 Chatswood West	Stand H	SL1 Epping
M40 Bondi Junction	258 Lane Cove West	Stop no. 206714	SL2 Epping via Motorway	
Stand C	261 City King St Wharf	N90 City Town Hall		
Stop no. 2067130	530 Burwood	N91 Bondi Junction		
277 Castle Cove	533 Sydney Olympic Park			
278 Chatswood via Killarney Heights	534 Ryde			
279 Frenchs Forest	536 Gladesville			

Source: <https://transportnsw.info/document/3482/1806plm-p-chatswood-hub-wca-20180924.pdf> accessed 3 October 2018

A map of the bus routes in the vicinity of the event is shown in Figure 3.3

Figure 3.3: Map of Bus Services operating from Chatswood Interchange



EXISTING CONDITIONS

Source: <https://transportnsw.info/document/1697/region-guide-north-shore-west.pdf> accessed 3 October 2018

Bus routes directly affected by the event and proposed detour routes are outlined in Section 6.2

3.4. Surrounding Car Parking

On street car parking is available near the event is subject to a range of parking restrictions. Some on street car parking surrounding the event will be temporarily removed during the road closure period.

There are several commercial car parks near the event which can be utilised for car parking, including the following which are open for the full duration of the event:

- Westfield Chatswood Car Park
- Chatswood Chase Car Park
- The Concourse Car Park
- Mandarin Centre Car Park
- 75 Albert Avenue Car Park
- Chatswood Place Car Park
- Zenith Centre Car Park.

PEDESTRIAN MANAGEMENT
STRATEGY

4. PEDESTRIAN MANAGEMENT STRATEGY

04

PEDESTRIAN MANAGEMENT STRATEGY

4.1. Overview

The 2019 Vivid Chatswood event is a pedestrian friendly event which encourages patrons to walk around the event precinct to view the event installations. A number of road closures are proposed to provide a safe environment for pedestrians to walk freely within.

In previous years, road closures have occurred from 7:00pm onwards, however, Willoughby City Council has conducted a review of the peak arrival times for pedestrians and has determined that peak arrivals occur from 5:00pm onwards. It is also noted that patrons begin to depart the precinct from 7:00pm onwards. As such, it is proposed for road closures to occur from 5:30pm on Thursdays and Fridays, and from 5:00pm on Saturdays and public holidays for the 2019 Vivid Chatswood event.

A number of strategies are outlined below for the event.

4.2. Communication with Key Stakeholders

The Willoughby City Council Events Team will inform local businesses and residents of the event and any proposed road closures.

The Events Team will work closely with key community groups that may participate in the event.

Communication will be provided sufficiently in advance to all key stakeholders, with the anticipated notifications as follows:

- Static signage advertising the event
- Variable Message Signage (VMS) identified in the Traffic Management Plan – 1 week
- Advanced notification: 2-3 months prior to event (North Shore Times newspaper, website, social media etc.)
- Additional notification to properties directly affected: 3 weeks prior to event (letter drop)
- Final notification to properties directly affected: 1 week prior to event (letter drop).

4.2.1. Static Signage

Event static signage will be utilised around the event precinct to provide information to patrons in regard to the following:

- Guidance to public transport
- Guidance to event installations
- Advanced notification regarding road closures and special event clearways
- Information detailing nearby car parks

A static signage plan has been provided in Appendix A.

PEDESTRIAN MANAGEMENT STRATEGY

4.3. Accessibility

The 2019 Vivid Chatswood event seeks to provide greater accessibility to the event for all patrons.

Willoughby City Council will develop an Accessibility Plan for the 2019 Vivid Chatswood precinct which will outline strategies to improve access to the event.

4.4. Vehicle Mitigation

A Traffic Control Plan has been prepared in conjunction with Willoughby City Council and NSW Police, with reference to ANZCTC Hostile Vehicle Guidelines for Crowded Places, 2017, which shows the proposed measures involved for vehicle mitigation at vehicle access points.

The Vehicle Mitigation Plan is shown in Appendix B.

TRAFFIC MANAGEMENT STRATEGY

5. TRAFFIC MANAGEMENT STRATEGY

05

TRAFFIC MANAGEMENT STRATEGY

5.1. Communication with Key Stakeholders

5.1.1. VMS Locations

To provide road users with advance warning of the event road closures, VMS will be provided at the following locations in the lead up and during the event using temporary VMS:

- Help Street between Railway Street and Orchard Road
- Anderson Street between Tulip Street and Iris Lane
- Archer Street between Johnson Street and Albert Avenue
- Victoria Avenue between Oscar Street and Hercules Street
- Albert Avenue between Anderson Street South and Spring Street
- Endeavour Street east of pedestrian crossing.

All temporary VMS will be positioned in accordance with RMS guidelines (in particular, avoiding locations near decision points). The final VMS locations will be confirmed by the supplier and/ or appointed traffic management contractor and agreed with relevant authorities prior to installation.

The intended messages, location and positioning of the VMS during the event road closure, are illustrated in Appendix C. In the week leading up to the event, the VMS will advise motorists of the event and associated event road closures.

5.2. Road Closures

The following roads will be closed to general traffic between 5:00pm and 10:30pm on all Sundays, Mondays, Tuesdays and Wednesdays during the event, with the exception of Sunday 9 June, during Level 1 operation:

- Mills Lane (west of Archer Street)
- Post Office Lane (west of Victor Street).

The following roads will be closed to general traffic during the event between 5:30pm and 10:30pm on all Thursdays and Fridays during Level 2A operations, and between 5:00pm and 10:30pm on all Saturdays and also Sunday 9 June, during Level 2B operation:

- Victoria Avenue between Anderson Street and Archer Street
- Anderson Street between Endeavour Street and Albert Avenue
- Mills Lane (West of Archer Street)
- Post Office Lane (West of Victor Street)
- Eastbound lane of Ashley Street from Pacific Highway to Anderson Street.

Local and delivery access will be retained to side roads closed within the overall event footprint. Appropriate closure signage will be placed in advance of and at any road closures. Detour signage will be provided to guide vehicles around the road closures. The Overview Traffic Control Plan showing the overall proposed signage around the event is provided in Appendix C.

TRAFFIC MANAGEMENT STRATEGY

5.3. RMS Accredited Traffic Controllers

RMS accredited traffic controllers will be positioned at road to control and manage traffic flow.

The proposed locations of traffic controllers between 5:00pm and 9:30pm on all Sundays, Mondays, Tuesdays and Wednesdays during the event, with the exception of Sunday 9 June, during Level 1 operation are as follows:

- Intersection of Victoria Avenue and Anderson Street.

The proposed locations of traffic controllers during the event between 5:30pm and 10:30pm on all Thursdays and Fridays during Level 2A operations, and between 5:00pm and 10:30pm on all Saturdays and also Sunday 9 June, during Level 2B operation are as follows:

- Intersection of Victoria Avenue and Archer Street
- Intersection of Anderson Street and Endeavour Street
- Intersection of Help Street and Anderson Street.

The locations of RMS accredited traffic controllers are shown on the Overview Traffic Control Plan shown in Appendix C.

5.4. Special Event Clearway

Special Event Clearways are implemented and enforced by Transport for NSW (TMC) and will be installed in advance of the event from 3:00pm to 10:30pm at the following locations:

- Albert Avenue (north side) between Archer Street and Oscar Street
- Anderson Street (both sides) between Victoria Avenue and Charlotte Lane
- Anderson Street (west side) between Violet Street and Ashley Street
- Archer Street (west side) between Albert Avenue and Kirk Street
- Archer Street (east side) between Victoria Avenue and Albert Avenue
- Bertram Street (both sides) between Albert Avenue and Victoria Avenue
- Daisy Street (north side) between Anderson Street and Archer Street
- Help Street (south side) between Anderson Street and Orchard Road
- Help Street (north side) between Cambridge Lane and Anderson Street
- Neridah Street (both sides) between Albert Avenue and Victoria Avenue
- Tulip Street (north side) between Anderson Street and Archer Street
- Victoria Avenue (north side) between Anderson Street and Archer Street.

It is noted that existing 'No Parking, Police Vehicles Excepted' spaces along the northern side of Albert Avenue, immediately in front of the Chatswood Police Station will be relocated to the western side of Bertram Street.

The introduction of temporary Special Event Clearways along Neridah Street and Albert Avenue would improve road capacity along the detour routes, thus reduce congestion and delays.

Vehicles parked in the Special Event Clearways will be escorted out of the zone by the RMS accredited traffic controllers or towed away by TMC.

The location for the Special Event Clearways is illustrated in Appendix D.

TRAFFIC MANAGEMENT STRATEGY**5.5. Road Occupancy Licence**

Road Occupancy Licenses (ROL) are required to be submitted to the Traffic Management Centre (TMC) for all road occupancies that are on or may impact upon traffic signals and/ or a classified road (State Road). As such, an ROL application along with this Event Transport Management Plan will be submitted to the TMC by the appointed traffic management contractor to apply for road closures for the 2019 Vivid Chatswood event.

5.6. Emergency Vehicle Access

A minimum Emergency Access Corridor of 4 metres is required to be maintained at all times to ensure that emergency vehicles can enter the event footprint. It is assumed there would be no height restrictions along the Emergency Access Corridors.

The following roads are recommended for the Emergency Access Corridors:

- Orchard Street, Endeavor Street, Help Street
- Anderson Street
- Archer Street
- Victor Street.

Existing 'Taxi Zone' car parking spaces along the eastern side of Anderson Street will be converted to emergency vehicle parking during event times.

The Emergency Access Corridors are illustrated in Appendix E.

RMS accredited traffic controllers will escort emergency vehicles through the Emergency Access Corridors and within the event footprint, as required.

All emergency services will be notified of the event at least 7-10 days prior to the event.

5.7. Contingency Plans

Any contingency road closures will be made by NSW Police, Sydney Vivid Traffic and Transport Working Group Committee and Willoughby City Council Events team on the night of the event.

It is understood that contingency road closures may be required on the day of the event due to:

- Larger than expected crowds, whereby road closures need to be implemented earlier than the initial forecast
- Heavy traffic movement around road closure areas
- Adverse weather conditions
- Other unforeseen circumstances.

Should contingency measures be required on the day, it is recommended that Council's Events Team and Traffic Engineer consult with stakeholders and implement traffic management measures required. The TMP prepared has made allowance for larger than expected crowds and already included elements of the contingency plan.

TRAFFIC MANAGEMENT STRATEGY

5.8. Traffic Control Plans

5.8.1. Bus Detour Routes

A Bus Detour Plan (N163630-01-03-P1) has been prepared to show the proposed bus detour routes subject to agreement with Willoughby City Council and Sydney Buses. This plan has been provided as Appendix **Error! Reference source not found.**

TRANSPORT MANAGEMENT
STRATEGY

6. TRANSPORT MANAGEMENT STRATEGY

06



N163630 // 7/02/19
Event Pedestrian, Traffic and Transport Management Plan
Issue: A // Vivid Chatswood 2019

TRANSPORT MANAGEMENT STRATEGY

6.1. Commercial Car Park Management

While it is recommended that public transport be utilised as the primary form of transport to the event, it is understood that there will be some patrons which will arrive by private vehicle. There are several commercial car parks near the event which may be utilised by event patrons.

6.1.1. Chatswood Chase

Chatswood Chase is typically open from 9am to 6pm on Saturdays. Chatswood Chase has three car park access points on Victoria Avenue, Archer Street and Malvern Avenue. The Chatswood Chase car park is open from 6am to 12 Midnight, with the Archer Street and Malvern Avenue exits closing at 7pm.

It is noted that all car park accesses will not be affected by any road closures.

6.1.2. Westfield Chatswood

Westfield Chatswood is typically open from 9am to 6pm on Saturdays. Westfield Chatswood has several car parks with access points from Victor Street, Albert Avenue and Anderson Street.

Due to the one-way nature of Anderson Street and its closure, the Anderson Street car park access points will be closed for ingress. Vehicles within the car park would be permitted to egress from the car park under traffic control. It is noted that all other access points will not be affected by road closures.

6.1.3. The Concourse

The Concourse car park is typically open between 6am and 1am on Saturdays. Access to the car park is via Ferguson Lane, via Archer Street. It is noted that there is a right turn ban for vehicles over 3m in height from Archer Street into Ferguson Lane.

Access to The Concourse car park will not be affected by road closures.

6.2. Bus Detour Routes

Bus Routes 136, 257, 267, 275, 343 and M40 will be affected by event road closures. All affected bus routes currently utilise Victoria Avenue.

Willoughby City Council have existing agreements and arrangements with Sydney Buses for rerouting of buses for road closures which will be utilised for this event. The following arrangements are listed below:

- Road closures will apply from 5pm to 10:30pm with all services affected between this period rerouted
- Bus Routes 136 and 275 will detour to the following route to/from Chatswood Station:
 - Victoria Avenue → Penshurst Street → Ashley Street → Anderson Street → Help Street
- Bus Routes 257, 343 and M40 will detour to the following route to/from Chatswood Station:
 - Penshurst Street → Ashley Street → Anderson Street → Help Street
- Bus Route 267 will detour to the following route to/from Chatswood Station:
 - Archer Street → Ashley Street → Anderson Street → Help Street.

TRANSPORT MANAGEMENT STRATEGY

6.2.1. Special Event Shuttle Bus

Willoughby City Council will provide a free special event shuttle bus service during the Level 2A/2B event road closure (5:00pm to 10:30pm, Thursday to Saturday and Sunday 9th June) to transport bus patrons (affected by temporary bus stop closures along Victoria Avenue) and patrons between Neridah Street and Penshurst Street to access bus services along Penshurst Street.

Refer to Appendix F for the proposed bus detour routes.

6.3. Cycling and Walking

The event is proposed to be pedestrian and cycle friendly, with a number of road closures ensuring pedestrian safety.

It is recommended that clear paths are provided around event installations for general pedestrian access, with at least a 3 metres wide clear path provided on each side of Chatswood Mall to accommodate spectators and maintain through pedestrian movement.

It is recommended that Event Marshalls be located around event installations to monitor crowds and ensure safe pedestrian passage around the installations.

There are several bicycle facilities available in the vicinity of the event including a number of secure bicycle lockers at Chatswood Interchange and Chatswood Chase. There is also a range of on-street bicycle parking available in the precinct.

6.4. Taxi

Existing taxi zones along Anderson Street and also outside The Concourse on Victoria Avenue will be relocated for the event. It is understood additional taxi zones will be provided around the event precinct to cater for the expected increase in visitors in the area.

Willoughby City Council will work in conjunction with NSW Taxi to ensure the relocation of the taxi zones. NSW Taxi will be notified of road closures and detours in advance of the event.

6.5. Public Communication

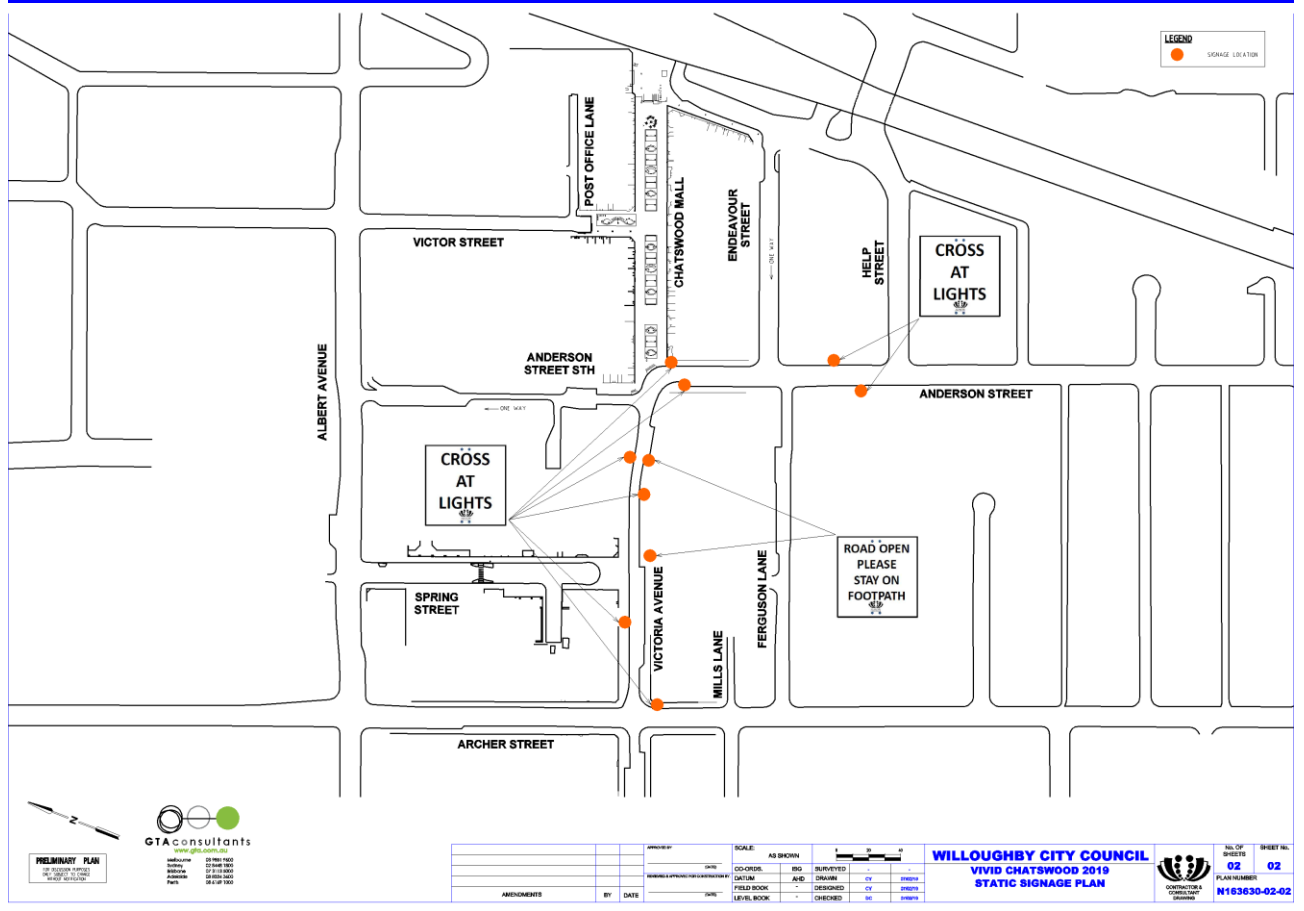
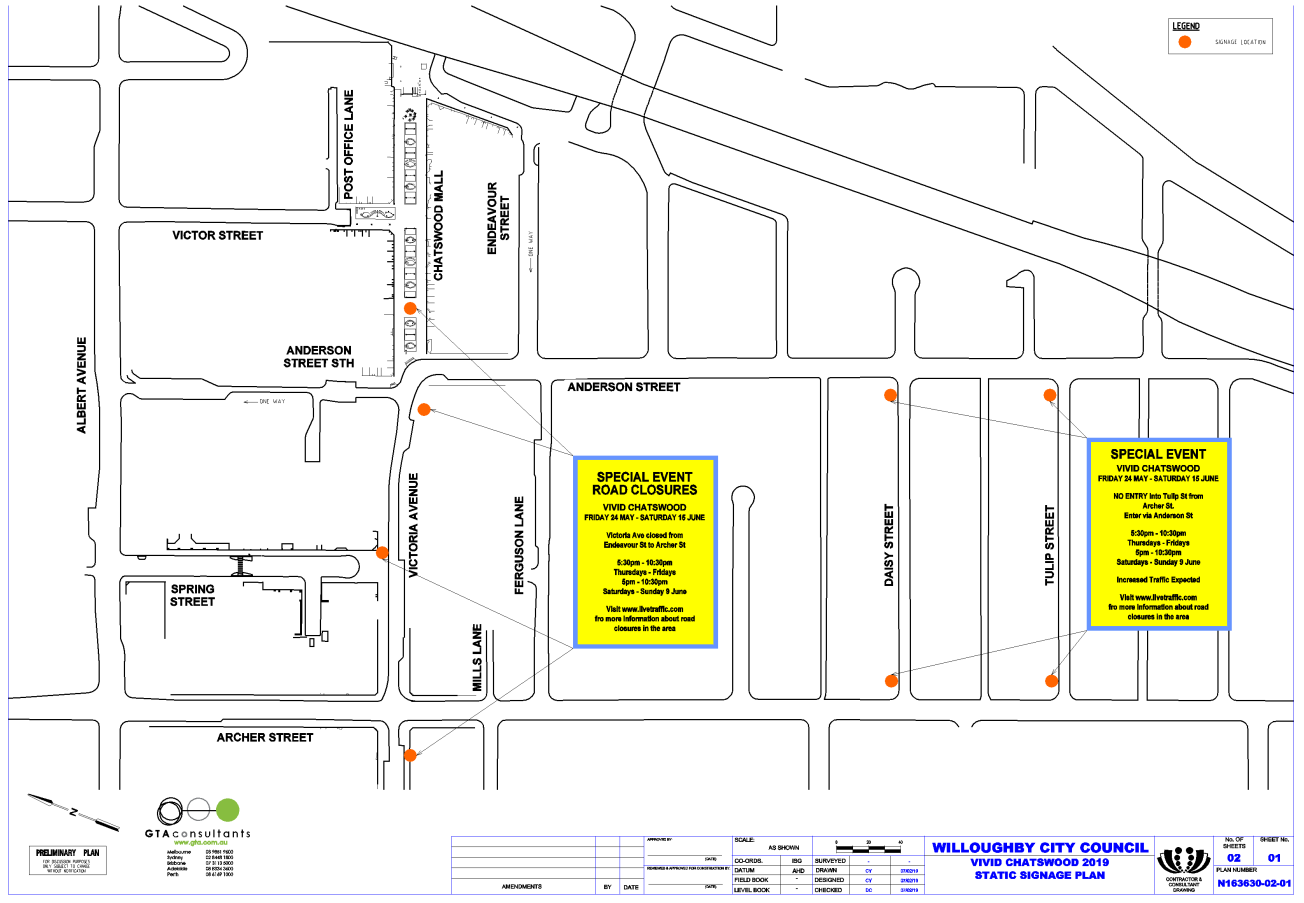
Chatswood is well serviced by public transport options as an alternative to private vehicle use. It is therefore recommended that these options are communicated to patrons by Transport for NSW, Sydney Vivid and Willoughby City Council as the primary mode of transport to the event to help minimise vehicular traffic in the precinct.

Furthermore, for those who are planning on driving, it is recommended that all traffic management arrangements such as road closures and detours are also communicated via newspaper, website, social media etc.

APPENDIX: STATIC SIGNAGE
PLANS

A. STATIC SIGNAGE PLANS





APPENDIX: VEHICLE MITIGATION
PLANS

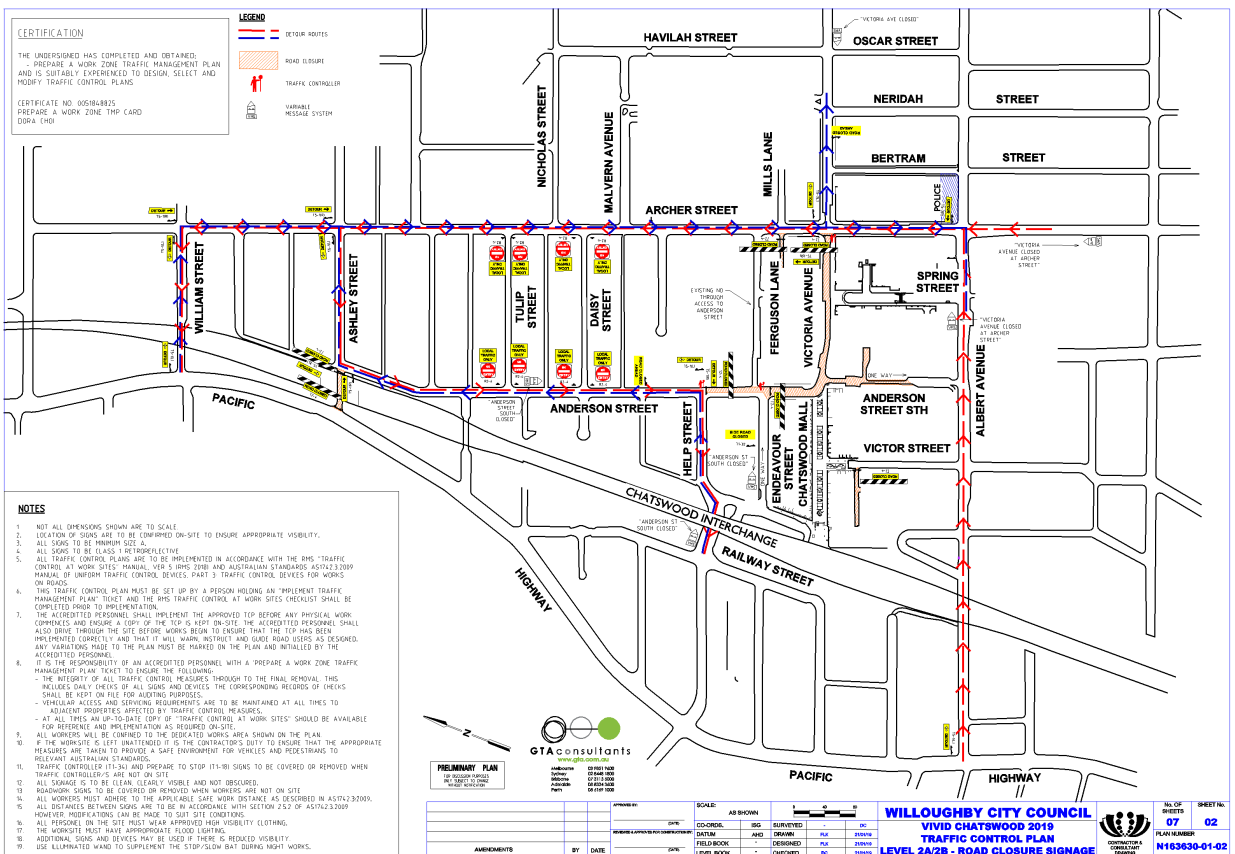
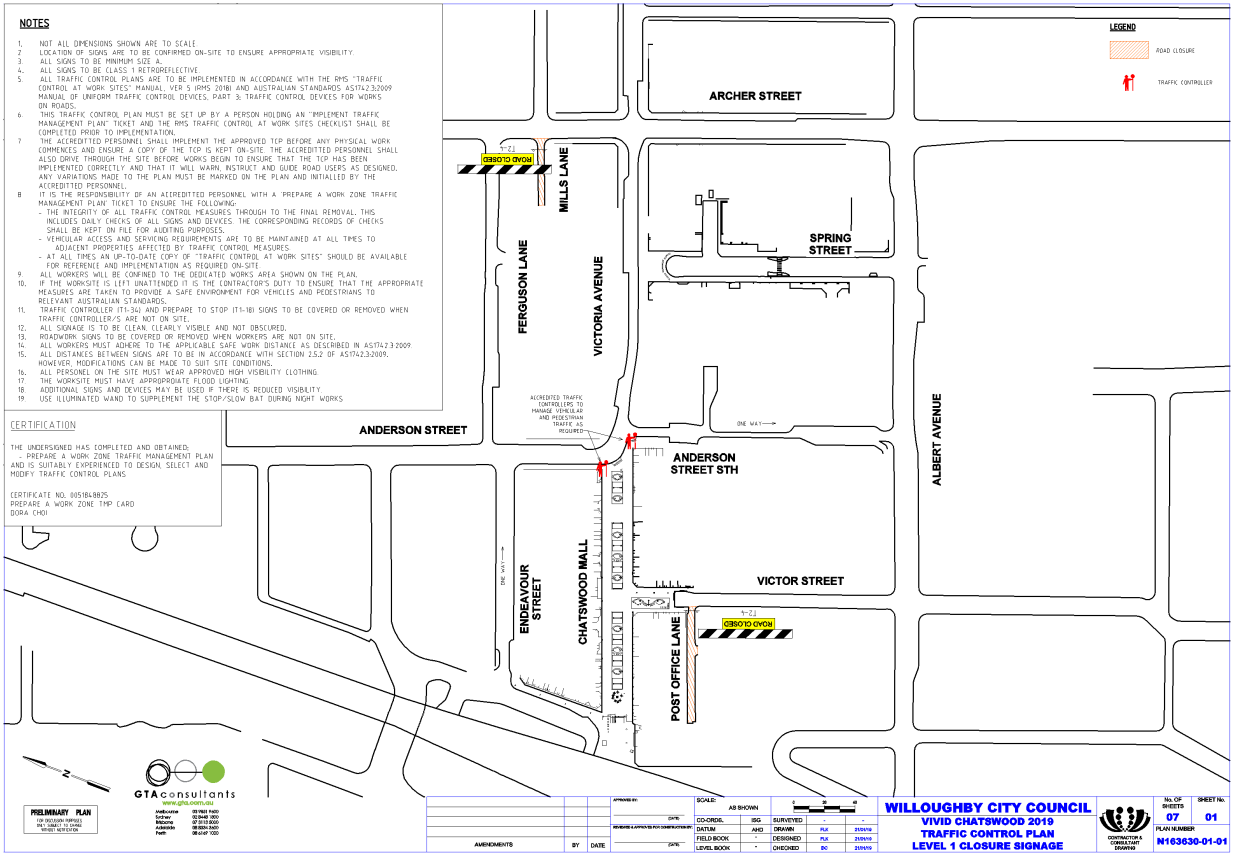
B. VEHICLE MITIGATION PLAN

B

APPENDIX: OVERVIEW TRAFFIC
CONTROL PLANS

C. OVERVIEW TRAFFIC CONTROL PLANS

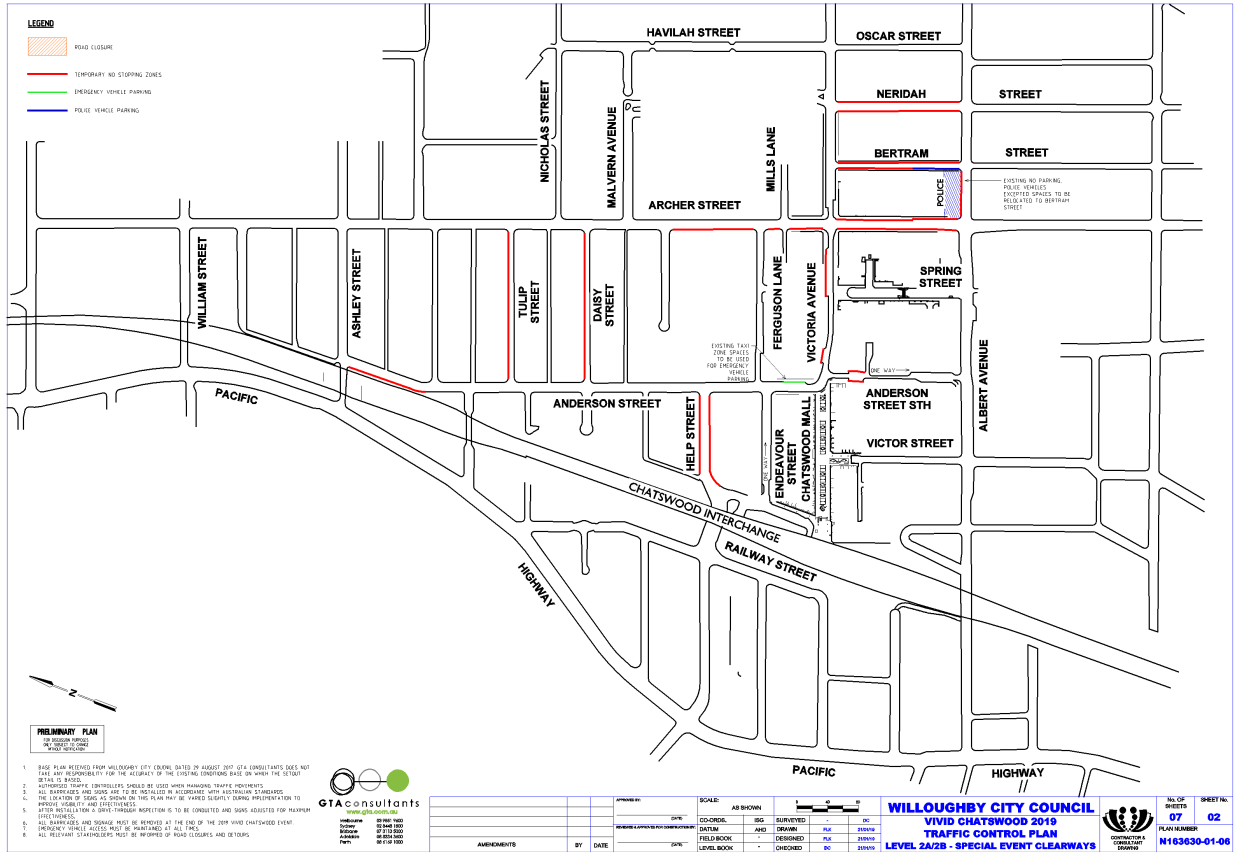
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APPENDIX: SPECIAL EVENT
CLEARWAYS

D. SPECIAL EVENT CLEARWAY

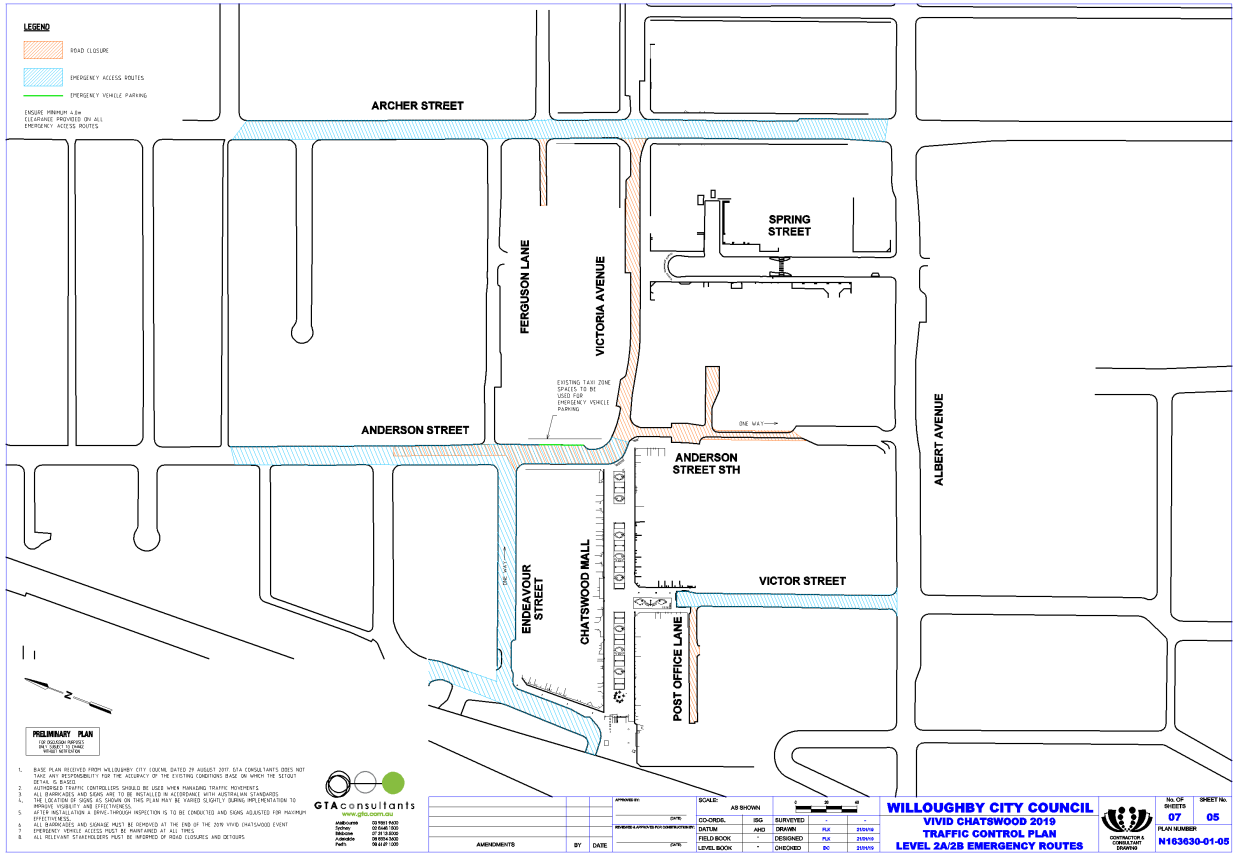
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APPENDIX: EMERGENCY ACCESS
CORRIDORS

E. EMERGENCY ACCESS CORRIDORS

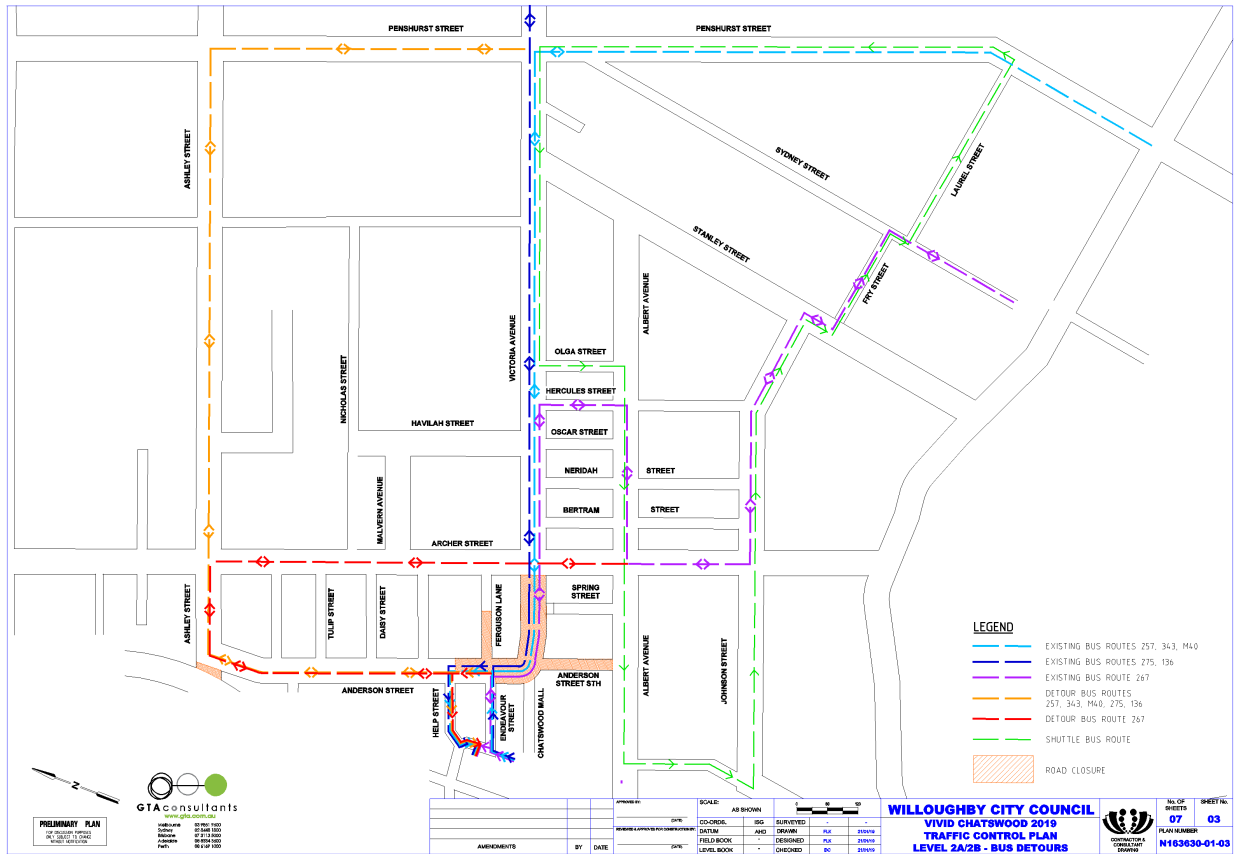
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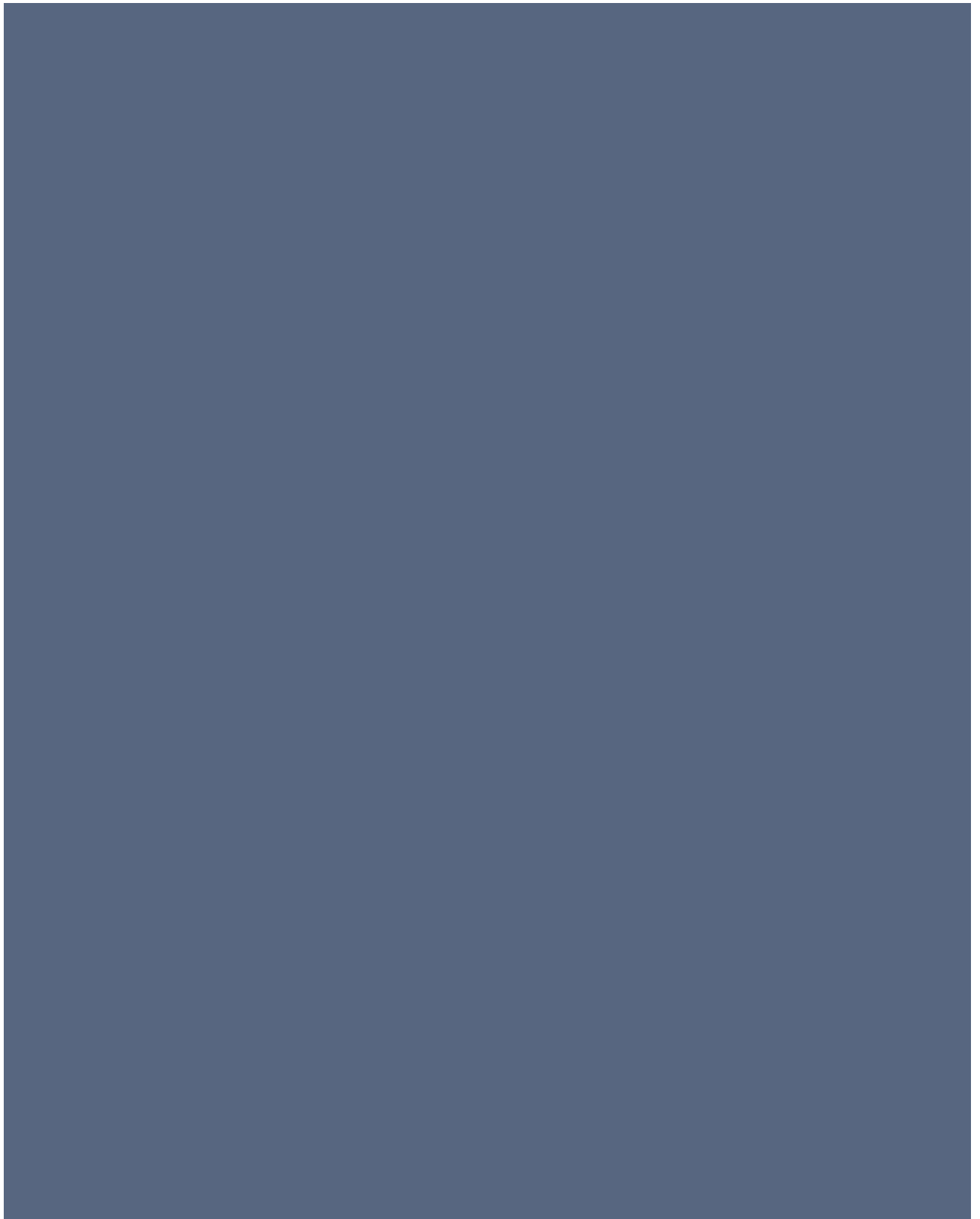


APPENDIX: BUS DETOUR PLAN

F. BUS DETOUR PLAN

F





4.6 VICTORIA AVENUE BETWEEN PACIFIC HIGHWAY AND RAILWAY STREET, CHATSWOOD - REGULATORY PARKING RESTRICTIONS

ATTACHMENTS:	1. REGULATORY PARKING RESTRICTION DESIGN PLAN
WARD:	WEST WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	2.4 – REDUCE PARKING AND TRAFFIC CONGESTION
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To approve street parking changes in Victoria Avenue, north side of road, between Pacific Highway and Railway Street from 30 minute to 15 minute duration.

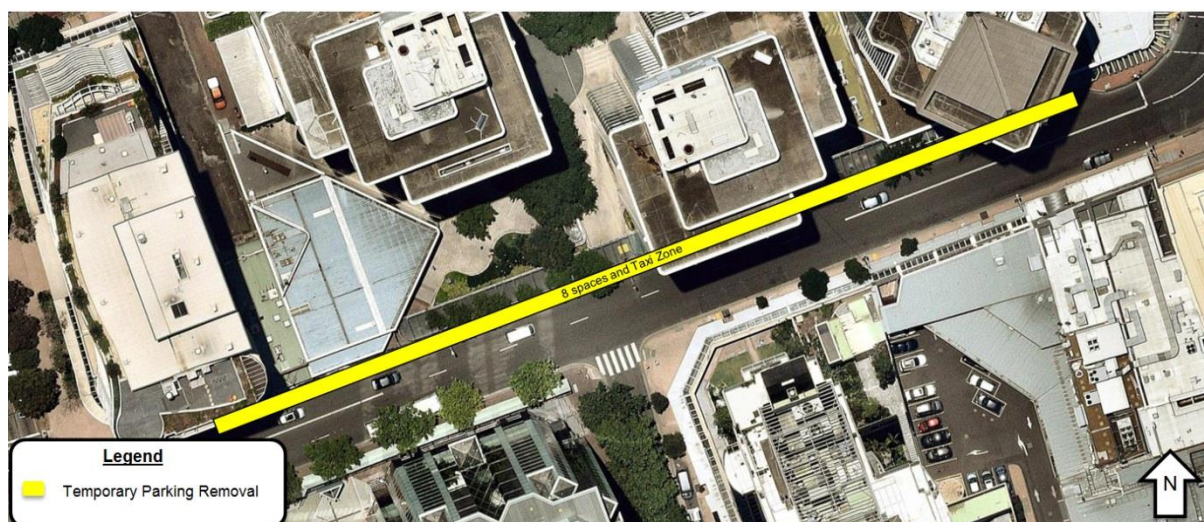
2. BACKGROUND

Ahead of the opening of Sydney Metro North West in 2019, the Epping to Chatswood rail line is being upgraded to metro standards. Macquarie University, Macquarie Park and North Ryde stations are now closed while these upgrades are completed. In the meantime, Station Link, a high frequency bus service, is temporarily replacing train services and operates from station to station on seven different routes

As part of this operation, additional spaces for bus stops, bus layovers and standby bus parking were introduced. The following changes were implemented from 30 September 2018 on the northern side of Victoria Avenue between Pacific Highway and Railway Street, refer to locality plan:

- A full time 'Bus Zone' replaced the previous 60 metres 'Taxi Zone' and 'Loading Zone'. The previous 'Taxi Zone' has been relocated to Brown Street
- The previous 2 'Loading Zone' spaces moved westward, shared with a new time limited 'Bus Zone' between 3PM-7PM.
- The previous time limited 1/2P parking (8 parking spaces) on the northern side of Victoria Avenue were removed, and replaced with a full time 'Bus Zone' and 21.5 metres time limited (3PM – 7PM Mon-Fri) 'Bus Zone' along with a loading zone that operates at other times.
- 18.5 metres 'No Stopping' signs on the northern side of Victoria Avenue, Chatswood, replaced the time limited 1/2P Zone, between two 'No Stopping' signs at the western end of the road.

A local business along Victoria Avenue raised issues with the parking changes implemented on Victoria Avenue, Chatswood to support the operation of Station Link. This issue was forwarded to Transport for NSW (Station Link) for further investigation.



Locality Plan – Victoria Avenue, Chatswood changes implemented from 30 September 2018

The current street parking restrictions is 1/2P Ticket parking 8.30 am – 6 pm Monday to Friday and 8.30 am – 4.00 pm Saturday. The car parking area has a 2 car capacity.

3. DISCUSSION

Transport for NSW has been engaging with the local business located at Shop 2, 809-811 Pacific Highway, Chatswood (corner of Victoria Avenue). This included two onsite discussions with the local business owner on Friday 11 January and Friday 18 January 2019.

Transport for NSW understands that a major concern for the local business owner is the lack of parking available immediately near their premises. Transport for NSW are proposing to change the parking immediately outside the premises (approximately 2 parking spots) from ½ P to ¼ P to encourage higher turnover of parking to support the businesses in the local area. The times of operation would be retained. The signs would revert to ½ P once Station Link is decommissioned.

The proposed location of the new ¼ P ticket parking 8.30 am – 6 pm Monday to Friday and 8.30 am – 4.00 pm Saturday is shown on Figure 1 below.



Figure 1: Proposed parking changes on Victoria Avenue in Chatswood

TfNSW has engaged with businesses that are directly impacted by this proposed change. Engagement activities included face to face engagement that took place along businesses in Victoria Avenue and on a small section of the Pacific Highway.

The purpose of the consultation was to inform the community of the proposed changes and obtain feedback to help TfNSW understand any community concerns so that they can be considered prior to finalising this proposal. Businesses openly supported the proposed change with no objections during these engagement activities.

The design plan showing the signposting changes is provided in Attachment 1.

All works including signposting changes and modifications to the ticket parking machine to support the new arrangements will be 100% funded by Transport for New South Wales (Station Link).

4. CONCLUSION

The Epping to Chatswood rail line has been closed to facilitate the conversion of the line to metro standards. As a result, Station Link services operate between impacted stations. Temporary changes to parking restrictions were implemented to facilitate the introduction of bus stops, standby and layover zones.

Following discussions with a local business owner, Transport for NSW has identified a concern regarding the turnover of parking spaces available on Victoria Avenue, Chatswood for local businesses, which can be addressed via a minor modification to current on street parking controls.

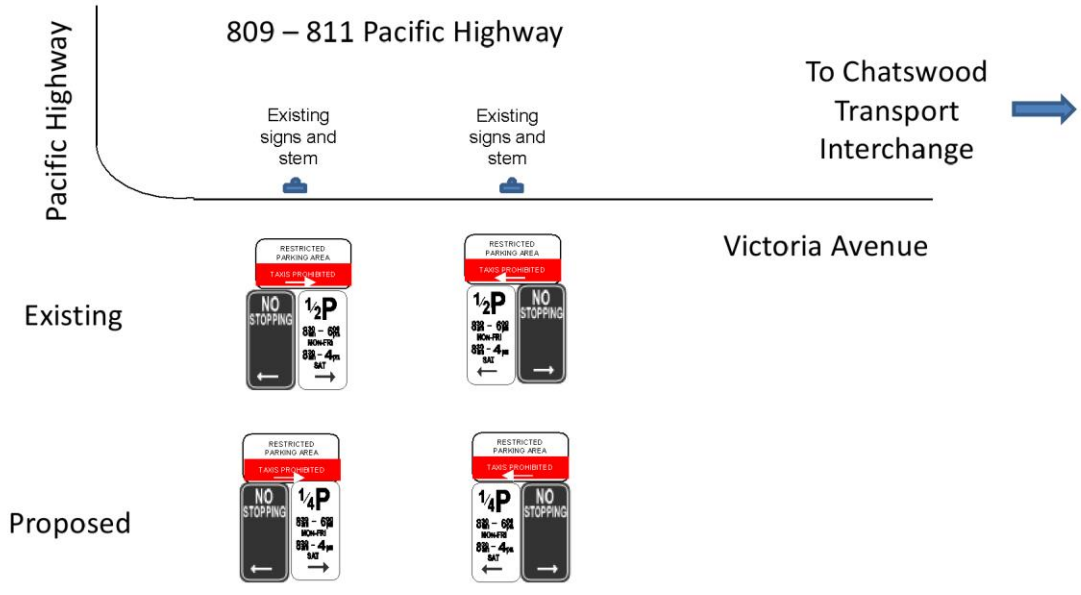
It is recommend that the existing ½ P ticket 8.30 am – 6 pm Monday to Friday and 8.30 am – 4.00 pm Saturday parking restrictions in Victoria Avenue, north side of road, between Pacific Highway and Railway Street is changed ¼ P Ticket 8.30 am – 6 pm Monday to Friday and 8.30 am – 4.00 pm Saturday. The signs would revert to ½ P minute once Station Link is decommissioned.

5. OFFICER'S RECOMMENDATION

That Council approve the implementation of new ¼ P Ticket parking 8.30 am – 6 pm Monday to Friday and 8.30 am – 4.00 pm Saturday regulatory parking restrictions as per Attachment 1.



Victoria Avenue between Pacific Highway and Railway Street – Regulatory signposting changes



4.7 DELEGATED ITEMS - REGULATORY SIGNPOSTING AND LINE MARKING

ATTACHMENTS:	1. DIAGRAMS OF SIGNPOSTING AND LINE MARKING CHANGES
WARD:	all wards
RESPONSIBLE OFFICER:	GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER
AUTHOR:	WILLIAM WANG – DEVELOPMENT ENGINEERING OFFICER
CITY STRATEGY OUTCOME:	2.4 – REDUCE PARKING AND TRAFFIC CONGESTION
MEETING DATE:	20 FEBRUARY 2018

1. PURPOSE OF REPORT

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

2. 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.

3. 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
19/01	81-85 Deepwater Road, at Castle Cove Drive	Need for improved sight distances for safe access.	Relocate existing sign to extend No Stopping zone by 13 metres

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

4. CONCLUSION

Willoughby City Council has allocated funding for the implementation of regulatory signposting in its Works Services Road and Street Signs (6630) cost centre. White driveway line marking is funded by payment by the applicant (no cost to Willoughby City Council).

5. OFFICER'S RECOMMENDATION

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

Sign Relocation at 81-85 Deepwater Road, Castle Cove on Castle Cove Drive



5 LATE ITEMS**6 INFORMAL ITEMS****6.1 EASTERN VALLEY WAY BETWEEN VICTORIA AVENUE, NORTH WILLOUGHBY AND SMITH STREET, ROSEVILLE - ROAD SAFETY**

ATTACHMENTS:	1. LETTER FROM MIDDLE HARBOUR AND WILLOUGHBY PROGRESS ASSOCIATION 2. COUNCIL CRASH ANALYSIS OF EASTERN VALLEY WAY
WARD:	MIDDLE HARBOUR WARD
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To endorse the advice provided by the Local Traffic Committee in the improvement of road safety in Eastern Valley Way in the vicinity of 267 Eastern Valley Way between Victoria Avenue, North Willoughby and Smith Street, Roseville.

2. BACKGROUND

Council has received correspondence from Middle Harbour and Willoughby Progress Association concerning a recent traffic crash on Eastern Valley Way where the vehicle lost control and ended in the front yard of 267 Eastern Valley Way, Middle Cove. The letter highlights safety concerns for the owner of this property and requested the implementation of safety improvement measures. A copy of the letter is provided in Attachment 1.

Eastern Valley Way is a State Road under the care and control of Roads and Maritime Services. Roads and Maritime Services have implemented chevron alignment markers and curve warning + 45 km/h advisory speed signs in Eastern Valley Way (north/ east side of road) in both directions. There is also a guard rail in front of 285 Eastern Valley Way. In addition, in 2015 high friction asphalt was implemented which lead to a reduction in the crash rate. The location of the recent crash is provided in the locality plan below.



Locality plan: Eastern Valley Way in the vicinity of 267 Eastern Valley Way

Roads and Maritime Services have advised it has received correspondence from local residents and Council regarding the crash at this location. It will be installing additional 'Slippery when wet' signage in Eastern Valley Way as soon as possible to advise motorists that the road may be slippery when wet. It is also understood that detailed safety investigations are also to be undertaken.

An analysis of Transport for NSW Centre for Road Safety crash data from 01 January 2012 to 31 June 2017 found 9 similar crash types in this section of Eastern Valley Way. A copy of the Council's crash analysis provided in Attachment 2.

3. DISCUSSION

The additional 'Slippery when wet' signage in Eastern Valley Way will complement existing 'slippery when wet' signs in Eastern Valley Way in both directions at the curve to the north of the curve under consideration.

Council has suggested Roads and Maritime Services consider interim and permanent safety improvement measures including:

- Temporary barrier such as jersey barrier (s) in the footpath along Eastern Valley Way in the vicinity of and across 267 Eastern Valley Way.
- Permanent barrier such as guard rail or jersey barrier (s) in the footpath area in the vicinity of and across 267 Eastern Valley Way.
- Reduced speed limits in wet conditions in Eastern Valley Way, both directions

The length and location of a barrier in the vicinity of and across 267 Eastern Valley Way coupled with the existing horizontal alignment of the curve may cause vision issues for vehicles egressing properties. In addition, the number of driveways on the eastern side of Eastern Valley Way does reduce the effectiveness of a barrier and may also lead to them becoming hazards with front end collisions, particularly if a long length of barrier is proposed. Impact on footpath widths may also be an issue.

Council would work with Roads and Maritime Services to implement the barrier to both agency's and resident's satisfaction should it be progressed. Issues relating to driver sight distance when egressing resident driveways will need to be resolved as part of the design and implementation of a barrier. Roads and Maritime Services will need to undertake design, community consultation, environmental assessment and delivery of any safety improvements.

Roads and Maritime Services have advised that the detailed safety investigations will allow it to better understand the crash causation and then determine the most appropriate and feasible treatment (or package of treatments). Council's suggestions will be considered as well as a review of the condition of the high friction asphalt and other potential safety improvement options. There are no plans to implement any further safety measures including a barrier until completion of the safety investigations.

RMS will be requested to provide an update on its investigations and actions. The Local Traffic Committee is requested to provide its advice on the communities request and its position on the street parking and traffic management changes.

4. CONCLUSION

Council has received correspondence from Middle Harbour and Willoughby Progress Association concerning a recent traffic crash on Eastern Valley Way where the vehicle lost control and ended in the front yard of 267 Eastern Valley Way, Middle Cove. The letter highlights safety concerns for the owner of this property and requested the implementation of safety improvement measures.

Interim safety improvement via signposting enhancement is to be undertaken by Roads and Maritime Services. Detailed safety investigations are also to be undertaken. Council's crash analysis has identified a safety problem and safety improvement options have been provided to Roads and Maritime Services.

The Local Traffic Committee advice and suggestions will be provided to Roads and Maritime Services for its consideration in addressing safety concerns in Eastern Valley Way in the vicinity of and across 267 Eastern Valley Way.

5. OFFICER'S RECOMMENDATION

That Council endorse the advice provided by the Local Traffic Committee in improvement of road safety in Eastern Valley Way in the vicinity of 267 Eastern Valley Way between Victoria Avenue, North Willoughby and Smith Street, Roseville.

MIDDLE HARBOUR – WILLOUGHBY PROGRESS ASSOCIATION

Founded 1926

Please address all correspondence to :

The Hon. Secretary, 9 Cawarra Road, Middle Cove , N.S.W. , 2068

11th January, 2019

The General Manager,
Willoughby City Council
Victor Street,
Chatswood.
NSW. 20

Attention : Mr. Gordon Farrelly - Willoughby Traffic Committee

Re: Traffic Hazard - Eastern Valley Way

We refer to our phone call earlier today regarding the recent traffic accident on Eastern Valley Way and your discussions with, Mrs. S. Yeo, whose property was affected by the smash. According to Mrs. Yeo this is the third similar accident to have occurred there in the last 13 months and we are aware of the fatal accident which occurred there several years ago.

This is an intolerable situation for the Yeo family and other residents, there is a serious traffic issue with this stretch of road and we believe that Armco Guardrail along the bend and its approaches is necessary to provide protection for these residents. Further, we believe R&MS should consider that some form of speed restriction be implemented.

Whilst we understand from our conversation that Council appreciates Mrs. Yeo's and residents' concern and apparently is supportive of such measures, Mrs. Yeo is apparently less than convinced that Roads & Maritime Services have the same level of concern.

By copy of this letter, we acquaint our Ward Councillors with this issue enclosing the contents of Mrs. Yeo's email to the President of the Federation of Willoughby Progress Associations, which details her situation.

We write requesting that this matter be put on the Agenda for the next Traffic Committee meeting for urgent attention **and** remedial action.

Yours faithfully,

E. J. Wilson
President – Middle Harbour -Willoughby Progress Association
Mob. 0418 611 026

cc: Middle Harbour Ward Councillors

Attachment – Email exchange S. Yeo – S. Croft

Hi Sarah

How very concerning for you. Some drivers are appalling.

The best residents group to liaise with on this issue is the Middle Harbour Progress Association, which is the PA representing residents in your area. (the Federation of Willoughby Progress Associations is where all the individual associations work together on major issues that affect residents and Progress Associations right across Willoughby LGA).

Middle Harbour PA would appreciate some more members especially as there appears to be a number of issues emerging in your area.

The best one to contact would be Ted Wilson whose email address is above and who is president of Middle Harbour PA and a local resident.

kind regards

Stephanie Croft
President, Federation of Willoughby Progress Associations

On Mon, Jan 7, 2019 at 7:32 AM Sara Buckle <sara.buckle@me.com> wrote:
Hi Stephanie,

I'm a local resident and we live just in the bend of Eastern Valley Way just before Victoria Ave.

On Saturday night there was yet another road traffic accident on our property. This is the third in less than 13 months. We have only lived here 3 years, when the first incident happened we wrote to Gladys who said she would contact RMS and local council for some action to be taken. Nothing further has happened in that 13 months except for more traffic accidents. I have two young children and am fearful that something worse is going to happen.

We have contacted Willoughby Council after the last incident who have advised that this is an RMS managed road and that they will help us make a case for something to happen. But, this is now a matter of urgency and we are looking for as much local support as we can get to have guard rails installed outside our property plus traffic calming measures along this stretch of road ASAP.

There have been a litany of incidents prior to us moving here in 2016. The fire department that attended on Saturday said they have attended one too many crashes along this stretch of road and are happy to provide evidence of the incidents that have occurred here, including one fatality and another total permanent disablement.

Please could we enlist your help to get local council and RMS to take action.

I look forward to hearing back from.

Kind regards

Sara Yeo
0434840408

Sent from my iPhone



7 GENERAL BUSINESS

7.1 MINUTES OF BICYCLE CONSULTATIVE COMMITTEE HELD ON 28 NOVEMBER 2018

ATTACHMENTS:	1. MINUTES OF BICYCLE CONSULTATIVE COMMITTEE HELD ON 28 NOVEMBER 2018
WARD:	ALL WARDS
RESPONSIBLE OFFICER:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
AUTHOR:	GORDON FARRELLY - TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY 2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS
MEETING DATE:	20 FEBRUARY 2019

1. PURPOSE OF REPORT

To endorse the minutes of the Bicycle Consultative Committee meeting held on 28 November 2018.

2. BACKGROUND

The Bicycle Consultative Committee is a committee of Council that engages with Cycling Groups, Police, RMS and within Council to enable the provision of improved cycle facilities and increased rates of cycling.

The Local Traffic Committee considers and makes recommendations to Council on infrastructure works and traffic management delivered for bicycles that is considered by the Bicycle Consultative Committee.

The Bicycle Consultative Committee met on 28 November 2018. A total of 4 community members attended the meeting as well as Councillors Norton and Campbell. The meeting was chaired by Councillor Norton. Also attending was Council's Traffic and Transport Team Leader, who performed advisory and administrative tasks.

Council's Community Engagement / Stakeholder Specialist and Community Life Social Planner attended the meeting for item 6.1 Review of Council Advisory Committee.

3. DISCUSSION

The Bicycle Consultative Committee met on 28 November 2018 and 11 items were considered. The minutes of the meeting are provided in ATTACHMENT 1.

4. CONCLUSION

The Bicycle Consultative Committee provides a forum for Council to share information and seek advice from Bicycle User Groups and interested parties and agencies in relation to bicycle behavioural, engineering and operational matters within Willoughby Local Government Area.

5. OFFICER'S RECOMMENDATION

That Council endorse the minutes of the Bicycle Consultative Committee meeting on 28 November 2018.



WILLOUGHBY CITY COUNCIL

MINUTES OF MEETING

MEETING NAME: Bicycle Consultative Committee

LOCATION HELD: Banksia Room, Level 6, 31 Victor Street, Chatswood

MEETING CHAIR: Cllr Wendy Norton

DATE OF MEETING: 28 November 2018

TIME OF MEETING: 6.00 pm

The Terms of Reference for the Bicycle Consultative Committee are provided in **Attachment 1**.

1. PRESENT:

Cllr Wendy Norton	Councillor Willoughby City Council (Chair)
Cllr Craig Campbell	Councillor Willoughby City Council
Yaffa Gould	Bike North
Carolyn New	Bike North
Russ Webber	Northshore Bicycle Group
Nada Curac	Royal North Shore Hospital - Health Promotions Officer
Gordon Farrelly	Traffic and Transport Team Leader
Tania Stark	Community Engagement/ Stakeholder Specialist
Sara Mehryar	Community Life Social Planner

2. APOLOGIES:

Cotter Erickson	Community Delegate
Tony Richards	Community Delegate

3. OFFICERS IN ATTENDANCE:

Gordon Farrelly	Traffic and Transport Team Leader
Tania Stark	Community Engagement/ Stakeholder Specialist
Sara Mehryar	Community Life Social Planner

4. DECLARATIONS OF INTEREST:

Refer Code of Conduct:-

[Code of Conduct - Community Representatives](#)

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

There were no disclosures of interest for the attendees.

5. ACCEPTANCE OF THE PREVIOUS MINUTES:

The last Bicycle Consultative Committee was held on 8 May 2018. The minutes of the meeting were adopted by Council at its meeting on 27 August 2018. A copy of the report is provided below.

BICYCLE CONSULTATIVE COMMITTEE MEETING 2/2018 - 8 MAY 2018

ATTACHMENTS:	1. IMPLICATIONS 2. MINUTES – BICYCLE CONSULTATIVE COMMITTEE MEETING 8 MAY 2018
RESPONSIBLE OFFICER:	GREG MCDONALD – PLANNING & INFRASTRUCTURE DIRECTOR
AUTHOR:	GORDON FARRELLY – TRAFFIC & TRANSPORT TEAM LEADER
CITY STRATEGY OUTCOME:	2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY
MEETING DATE:	27 AUGUST 2018

PURPOSE OF REPORT

To advise Council of the outcome of the Bicycle Consultative Committee Meeting held on 8 May 2018.

RESOLUTION

That Council receive and adopt the recommendations arising from the 8 May 2018 Bicycle Consultative Committee Meeting.

MOVED COUNCILLOR MUSTACA

SECONDED COUNCILLOR CAMPBELL

CARRIED

Voting

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

Against: Nil

The minutes of the Bicycle Consultative Committee meeting held on 8 May 2018 (2/ 2018) can be found on Council's website.

Discussion

Members noted the minutes from the meeting of 8 May 2018. There were no amendments to the Minutes.

Committee Recommendation

That Council note that the Bicycle Consultative Committee has adopted the minutes of the meeting on 8 May 2018 as a true and accurate record.

Moved by Yaffa Gould
Seconded by Carolyn New.
CARRIED unanimously.

6. BUSINESS ARISING FROM THE MINUTES (INCLUDE ACTION):**6.1 Review of Council Advisory Committees including Bicycle Consultative Committee**

Tania Stark provided a presentation to the members on the results of the study and the findings relating to, and impact to, the Bicycle Consultative Committee.

Discussion

The members discussed the study findings and recommendations. The feedback from the Bicycle Consultative Committee at the meeting is provided in **Attachment 2**.

Committee Recommendation

That Council:

- **Note that the Bicycle Consultative Committee does not endorse the recommendations proposed in the study for the future operation of the Bicycle Consultative Committee.**
- **Note that the Bicycle Consultative Committee consider that Council would be best served with the Bicycle Consultative Committee continuing to function as a committee with regular scheduled meetings as the basis of its operation, not as a reference group, as recommended in the study.**

Moved by Cllr Campbell
Seconded by Russ Webber
CARRIED unanimously.

6.2 Bicycle Projects being progressed

The delivery of a project providing a new pedestrian / bicycle refuge in Orchard Road, north of Johnson Street, at the intersection of Orchard Road and Johnson Street, Chatswood was outlined.

Discussion

The completion of the project was noted by the committee.

Committee Recommendation

That Council note the delivery of the bicycle project.

Moved by Yaffa Gould

Seconded by Nada Curac.
CARRIED unanimously.

6.3 Sydney Metro - Chatswood Bicycling and Walking Wayfinding.

Transport for New South Wales has approached Council to collaborate in a wayfinding program around the Chatswood CBD in conjunction with Sydney Metro Northwest Project.

The Wayfinding Strategy objectives are (only relevant objective are provided):

- Identify gaps and assess the existing wayfinding solutions at each of the Sydney Metro Northwest stations (Chatswood is a Metro Station).
- Identify and assess gaps in signage and wayfinding for a one-kilometre catchment extending from the Metro alignment.
- Support active transport trips to/ from stations and through interchange precincts.
- Integrate with existing wayfinding schemes

A workshop was held on 26 November 2018 with Transport for New South Wales and its consultant to progress this initiative. Transport for New South Wales will present its findings and recommendations to the Local Traffic Committee for consideration and Council for approval.

Discussion

The progress of the project was noted by the Committee.

Committee Recommendation

That Council note the delivery of the bicycle and walking wayfinding project.

Moved by Clr Norton
Seconded by Carolyn New.
CARRIED unanimously.

6.4 Thomas Street Car Park – Status of Bicycle Facilities.

Council officers from the Traffic and Transport team are working with Property and Construction Services team to make the bicycle parking facilities available to the public. A project brief is in the process of being finalised to seek assistance in the development of an operation plan to support Council to make the bicycle facilities available to the community and support on-going management activities.

Discussion

The progress of the project was noted by the committee.

Committee Recommendation

That Council note the progress of the project.

Moved by Nada Curac
Seconded by Carolyn New.
CARRIED unanimously.

6.5 Review of Frank Channon Walk Closure

Frank Channon Walk was closed between Nelson Street and Gordon Avenue on 3 November 2018 and shortly after between Gordon Avenue and Albert Avenue. The full closure of Frank Channon Walk between Nelson Street and Albert Avenue is necessary to support the construction of the Sydney Metro. The full closure of Frank Channon Walk will be in place till late 2019.

Alternate bike routes using temporary shared paths have been implemented on Pacific Highway, eastern footpath only, between Gordon Avenue and Ellis Street (western side of Frank Channon Walk) and Orchard Road, western footpath only, between Nelson Street and Albert Avenue (eastern side of Frank Channon Walk). These routes were used previously as part of a shorter term closure of Frank Channon Walk to support construction of the Sydney Metro

Discussion

The full closure of Frank Channon Walk was noted by the committee. Committee members did not have any feedback on the operation of the temporary shared paths. Members will provide any feedback they may receive to Council on the performance of the new routes.

Committee Recommendation

That Council note the full closure of Frank Channon Walk and that members of the Committee will provide feedback on the performance on the new routes.

Moved by Yaffa Gould
Seconded by Cllr Campbell.
CARRIED unanimously.

7. PROMOTIONAL, EDUCATION AND AWARENESS PROGRAM NEW BUSINESS**7.1 JULY TO DECEMBER 2018 EDUCATIONAL ACTIVITIES**

Willoughby City Council's sustainable education activities have been finalised for July to December 2018. To be published in Willoughby City Council's *Live Well in Willoughby* Booklet and on Diary Dates on the Willoughby City Council Website.

Activities completed include:

- Ride2Work day on Wednesday 17 October 2018.
- Bicycle Maintenance Made Easy – 3 scheduled with the first two cancelled due to low number of attendees. The next workshop is scheduled on 15 November 2018
- Kids School Holiday Programs held in 3- 4 October 2018
- Share the Path with Lane Cove Council and North Sydney Council scheduled on 7 November 2018 (Willoughby Council).

Activities to be scheduled;

- Share the Path with Lane Cove Council and North Sydney Council scheduled on 5 December 2018 (Lane Cove Council).

A schedule is being prepared for January to June 2019.

Discussion

The committee noted:

- The delivery of the initiatives.
- The preparation of a schedule of activities for January to June 2019 was being prepared.

Committee Recommendation

That Council note the progress of the program.

Moved by Cllr Norton

Seconded by Carolyn New.

CARRIED unanimously.

8. FORMAL ITEMS FOR CONSIDERATION**8.1 Bicycle Projects Being Progressed**

Information on the status of the delivery of the following projects was provided:

Improving the connection between Chatswood Park and Johnson Street at Orchard Road and Johnson Street,

- Pedestrian and Cyclist Crossing Improvements; a new refuge is to be installed in Orchard Road, on the southern side of Johnson Street, is scheduled to be completed by end April 2019.

Improving the cycling route between Centennial Avenue, Chatswood and Johnson Street, Willoughby,

- Community engagement is to be undertaken on a bicycle route upgrade from Centennial Street to Johnson Street. Community consultation for the proposed changes is being undertaken in 18 December 2018 and 10 February 2019.

Discussion

The committee noted:

- The delivery of the initiatives.
- Requested that members be consulted in the development of the designs of both projects

Committee Recommendation

That Council note the progress of the projects.

Moved by Russ Webber

Seconded by Yaffa Gould.

CARRIED unanimously.

8.2 Status of Requests from Previous Meetings

The section of the business paper is to provide feedback on issues and requests made by Committee members at meetings. These requests are logged in Council's customer request system.

The issue and requests register is provided in **Attachment 3**.

Discussion

The committee noted the delivery of the initiatives.

Committee Recommendation

That Council note the progress of the projects.

Moved by Cllr Norton

Seconded by Russ Webber.

CARRIED unanimously.

9. LATE ITEMS:

9.1 Willoughby Bike Network (3 Tier Network)

Information on the new Principal Bicycle Network adopted by Transport for New South Wales was provided to the committee. The Principal Bicycle Network has 3 tiers to identify regional bicycle routes (Tier 1), Centre to Centre within a Council area (Tier 2) and connections between Tier 2 routes (Tier 3). A proposed network of Tier 1 to 3 bicycle routes was presented to the committee.

The draft Principal Bicycle Network was presented at a workshop with Transport for New South Wales and Council's including Ku-ring-gai, North Sydney and Lane Cove on 15 November 2018 to seek feedback and alignment with adjoining Council's networks. The feedback received at the workshop indicated that the network developed

was acceptable and consistent with Transport for New South Wales Principal Bicycle Network planning criteria.

Discussion

The committee noted the proposed network hierarchy and application within Willoughby. A copy of the proposed Principal Bicycle Network is provided in **Attachment 4**.

Members were asked to provide comments within 2 weeks following the meeting.

Committee Recommendation

That Council note the new Principal Bicycle Network and progress in the development of a Principal Bicycle Network in Willoughby Council.

Moved by Yaffa Gould
Seconded by Carolyn New.
CARRIED unanimously.

9.2 Castle Cove and Chatswood Bicycle Route study

Information was provided on a proposal to undertake a study of the bicycle route connecting Castle Cove and High Street, Chatswood. It was outlined that a number of initiatives have been progressed along the route including Castle Cove Drive shared path, bicycle lanes in Smith Street between Lower Gibbes Street and Alleyne Street.

The aim of the study is to undertake a comprehensive investigation and develop a concept design for this route including incorporation of investigations and concept design plans progressed along this route. This will lead to a better outcome for bicyclists travelling between Castle Cove, Industrial Area, Woolworths development, East Chatswood, Chatswood CBD.

Funding for the study is available in 2018/ 2019.

Discussion

A schematic of the route and opportunities to be considered in the study is provided in **Attachment 5**.

The committee noted the scope of the study and raised no objections to a study being undertaken along the route.

Members were asked to provide comments within 2 weeks following the meeting.

Committee Recommendation

That Council note that a bicycle study of the route connecting Castle Cove and High Street, Chatswood will be undertaken in 2018/ 2019.

Moved by Russ Webber
Seconded by Carolyn New.
CARRIED unanimously.

9.3 Artarmon Bicycle Route study and community consultation

Information was provided on the results of a study of Artarmon Industrial area and concept designs for new shared paths and on-road facilities to support improved connections between Pacific Highway, Gore Hill with Herbert Street, St Leonards and Gore Hill Freeway, Artarmon. The study has identified the following routes:

- Pacific Highway to Herbert Street via Campbell Street (shared path), Reserve Road (shared path), Frederick Street (shared path)
- Pacific Highway to Gore Hill Freeway - Campbell Street, Reserve Road, Cleg Street, Waltham Street and Taylor Lane.

This will lead to a better outcome for bicyclists travelling between Gore Hill, Artarmon Industrial Area, St Leonards Centre and Gore Hill Freeway.

Community consultation for the proposed changes is being undertaken in 18 December 2018 and 10 February 2019.

Discussion

A schematic of the route and opportunities to be considered in the study is provided in **Attachment 6**.

The committee noted the scope of the study and raised no objections to a study being undertaken along the route.

Members were asked to provide comments within 2 weeks following the meeting.

Committee Recommendation

That Council note that a bicycle study of the route connecting Pacific Highway, Gore Hill with Herbert Street, St Leonards and Gore Hill Freeway, Artarmon has been completed. Community consultation will be undertaken between 18 December 2018 and 10 February 2019.

Moved by Yaffa Gould
Seconded by Clr Norton.
CARRIED unanimously.

10. GENERAL BUSINESS:

Nil

11. NEXT MEETING:

The following meeting dates for 2019 were agreed.

- **Tuesday 12 February 2019**
- Tuesday 14 May 2019
- Tuesday 13 August 2019
- Tuesday 12 November 2019

Discussion

The committee agreed to the meeting dates. It was also noted that the meeting dates would be dependent on Council's decision on the future arrangements with the function/ operation of the Bicycle Consultative Committee.

Committee Recommendation

That Council note the meeting dates in 2019 for the Bicycle Consultative Committee.

Moved by Russ Webber

Seconded by Carolyn New.

CARRIED unanimously.

12. MEETING CLOSE:

The meeting ended at **8.30 pm**

ATTACHMENT 1



WILLOUGHBY CITY COUNCIL BICYCLE CONSULTATIVE COMMITTEE TERMS OF REFERENCE – NOVEMBER 2016

Objectives

The objectives of the Committee are:

- To develop strategies to increase the modal share of cycling to help achieve Council's objectives of:
 - Increasing the use of alternative modes of transport to the motor vehicle, and,
 - Reducing the impact of private motor vehicles on the city and region.
- To develop partnerships with Cycling Groups, Police, Roads and Maritime Services and within Council to enable the provision of improved cycle facilities and increased rates of cycling;
- To extend both on road and off road facilities where possible within the Willoughby LGA to provide a comprehensive and connected bicycle network that meets the needs of cyclists of all competencies and ages and links with the wider metropolitan network;
- To create a safe environment for cycling within the Willoughby LGA;
- To assist Council to integrate cycling into transport and land use planning;
- To actively promote Council's existing cycleway network and services and to raise the community's awareness of cycling and its uptake for both recreation and as an alternative mode of transport;
- To champion the needs of cyclists within the Willoughby LGA with respect to the provision of services and infrastructure;
- To achieve the integration of Council's bicycle program across Council's operational areas i.e. Open Space, Engineering Services, Development & Strategic Planning and Community Services etc; and
- To provide feedback on Council's performance in the delivery of cycling infrastructure, services and promotion.

Membership

The membership of the Committee to consist of:

- A minimum of 1 Councillor;
- 5 to 8 community representatives (including at least 2 representatives from bicycle user groups and 1 representing pedestrian interests, for example a member of the Access Committee); and
- 1 representative of the Willoughby City Council Traffic & Transport Group (in advisory/administrative role).

The quorum for the Committee is half the actual number of Community representatives plus one. Attendance at meetings by at least one Councillor, to act as Chair, is mandatory.

Meeting Frequency

The Bicycle Committee will meet 4 times per year with each meeting to have an over-riding theme. Meeting duration to not exceed 2 hours.

ATTACHMENT 2

Review of Council Advisory Committees - Bicycle Consultative Committee feedback

28th Nov 2018**Willoughby Advisory Committee - Committees Consultation and Online Feedback**** Bicycle Consultative Committee Feedback Briefing****General concerns raised**

1. The majority of committee members are concerned that the Committee's roles and responsibilities are not clearly described in Council's Terms of Reference.
2. The majority of committee members are concerned that the committee might be dissolved and not to be continued.
3. The majority of committee members are concerned that social media and digital methods of engagement are not as effective as face-to-face meeting.
4. The majority of committee members are concerned that irregular meetings are not as efficient as regular ones. A committee member commented: 'Attending an irregular basis is very difficult'.

Specific concerns raised (regarding Straight Talk report)

5. A member of the committee was concerned with Straight Talk's report stated "Committees provide opportunity for advocating self- interest" listed on p.7 of report. A member of committee responded that the committee represent, promote and support the collective interests of community.
6. A member of the committee was concerned with Straight Talk's report described "Methods to Engage Community Expertise– Reference group" listed on p.17 of report. A member of committee responded that the committee are already doing what 'a reference group' does. A member of committee commented that the only difference between the advisory committee and a reference group is that advisory committees are pro-active.

Specific questions raised

7. A Committee member raised question of 'how many members are we allowed having in our committee?'
8. A Committee member raised question of 'are our meetings open to the public?'
9. A Committee member raised question of 'how can committees find out about Council's strategic direction and priorities?' Tania Stark explained that priorities identified by the community are shown in our City Strategic Plan (2028) and there are lots of references to transport and bicycle issues and actions in CSP.
10. A Committee member raised question of 'how can advisory committees engage a broader community? – The committee believed that they always seek to engage the broader community in the Willoughby LGA.
11. A Committee member raised question of 'what methods and approaches will Council use to engage community?'
12. A Committee member raised question of 'what methods and techniques will Council use to engage young people?'
13. A Committee member raised question of 'what methods Council will use to build relationships with the community?'

Recommendations

14. A Committee member suggested that Council should clarify methods of engagement to engage a wider community.
15. A Committee member suggested that Councils' approach to community engagement should reflect the scale, purpose and level of engagement with stakeholders.
16. The committee suggested that every project requires periodic meetings on a regular basis.

17. The committee suggested to broadcast committee's meeting times, agendas & minutes on Council's website.
18. The committee recommend that meetings are held on a regular basis.

Attendees

Clr Wendy Norton
Clr Craig Campbell
Carolyn New
Haffa Gould
Russ Webber
Nada Curac
Tania Stark
Sara Mehryar

ATTACHMENT 3

Issue and Requests Register

MEETING DATE	ISSUE AND REQUEST	COMMENTS	STATUS
May 2017	Bicycle Counts	A report will be developed to prioritise and identify a strategic cost for a data collection program. Council will be requested to approve funding to deliver a data collection program following completion of the report.	Not started
May 2017	Cycling Without Age	A study will be undertaken to understand the merits, risks and impact including financial, infrastructure and management relating to Council's role and support for the <i>Cycling Without Age</i> initiative.	Deferred
August 2017	Artarmon to St Leonards Route Assessment Report	A preferred route study with strategic costs estimate is being delivered for the Artarmon to St Leonards Bicycle Route. The Bicycle Consultative Committee will receive a copy of the report for review for comments prior to any finalisation.	Complete

Principal Bicycle Network for Willoughby

ATTACHMENT 4

Growing Greater Sydney's Bicycle network

More than 11 million weekday car trips in Greater Sydney are less than 10km. Two in five bus trips are less than 5km. These short trips contribute to congestion on already constrained parts of the transport network.

Encouraging cycling could help relieve congestion and could more than double the number of people who can reach our three cities within 30 minutes.

Cycling also has a health payback by preventing chronic disease through increasing physical activity and improved wellbeing. It creates better places, lowers carbon emissions and improves access to public transport services.

In the future, cycling connections will form part of the Principal Bicycle Network, allowing customers to travel between centres across Greater Sydney. The network will also form part of [Greater Sydney's Green Grid](#) - connecting open spaces with centres and residential areas.

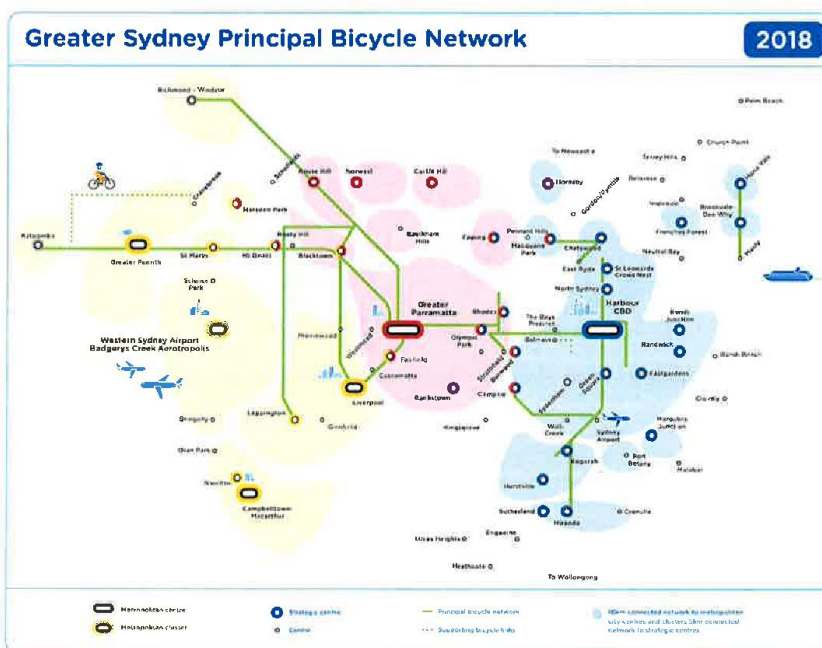


Figure 58: Growing Sydney's bicycle network (committed and existing)

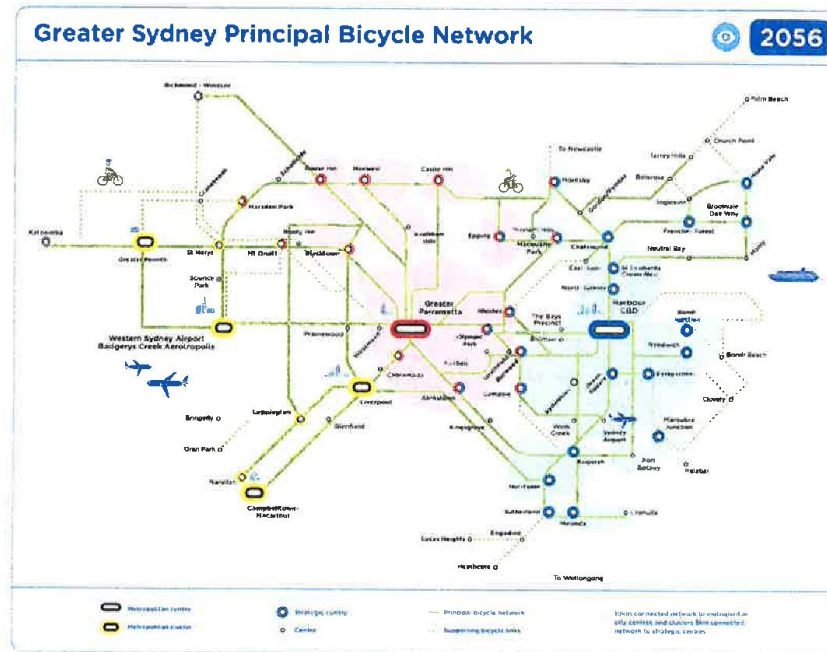
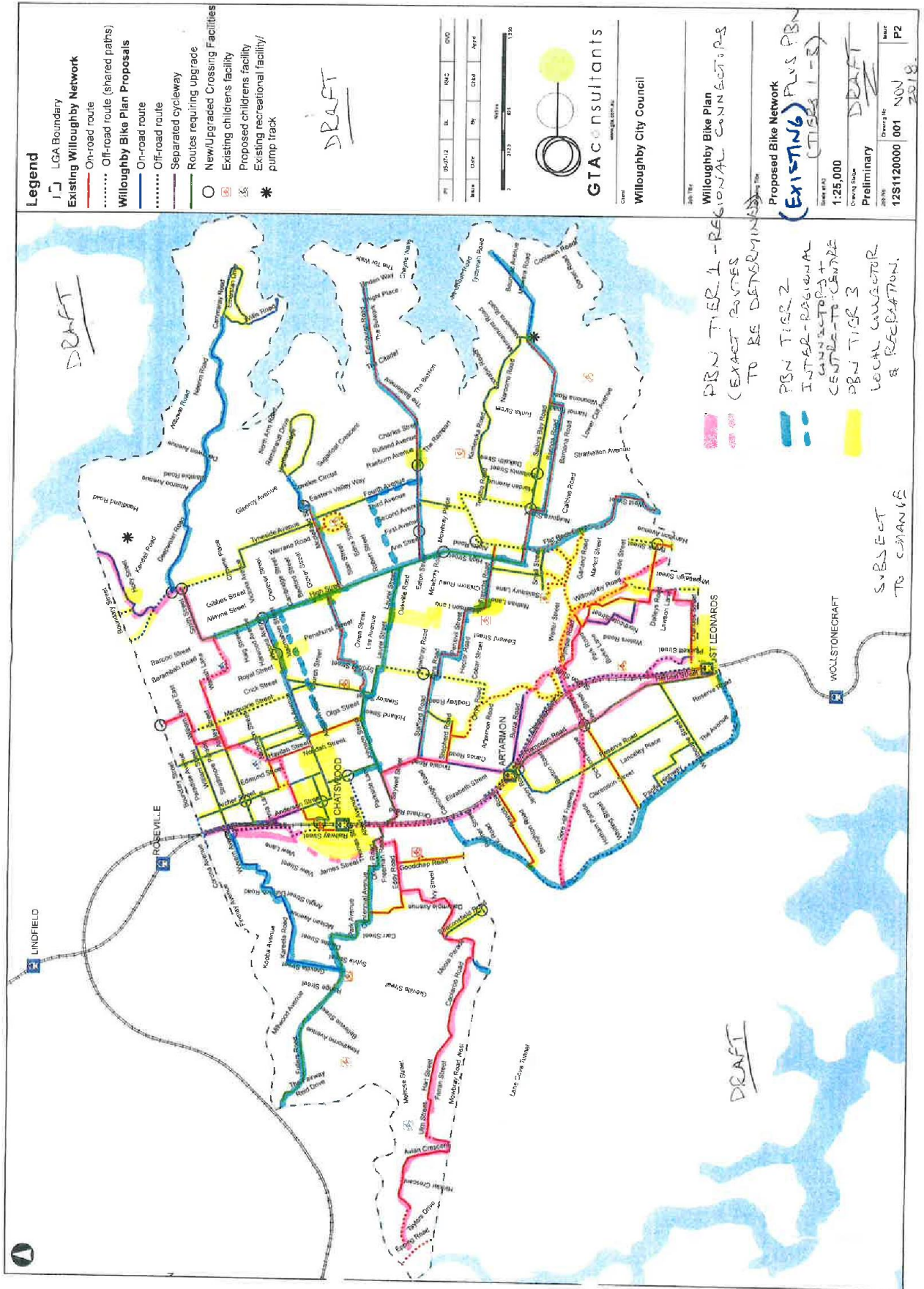
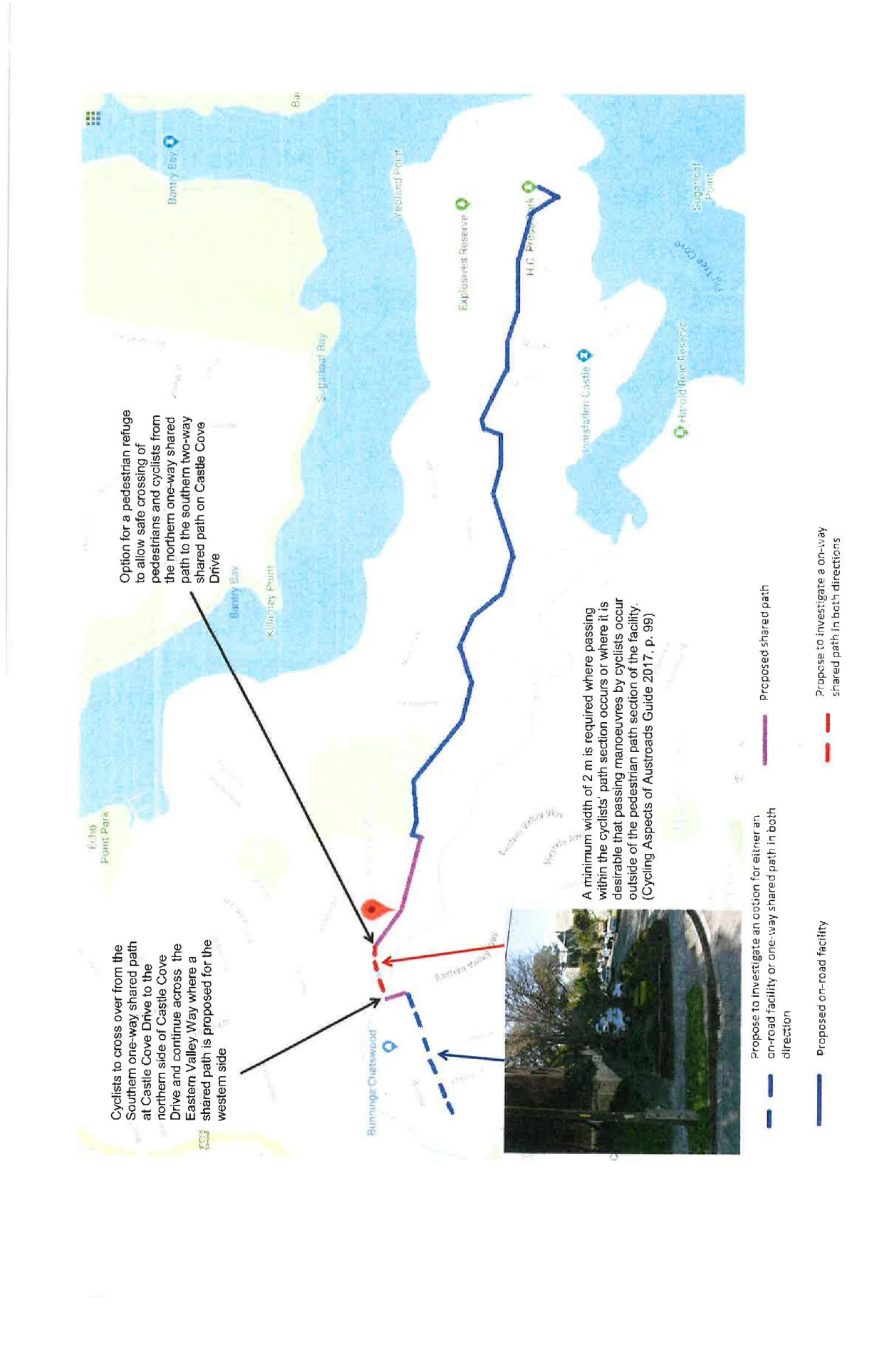


Figure 59: Growing Sydney's bicycle network (visionary)



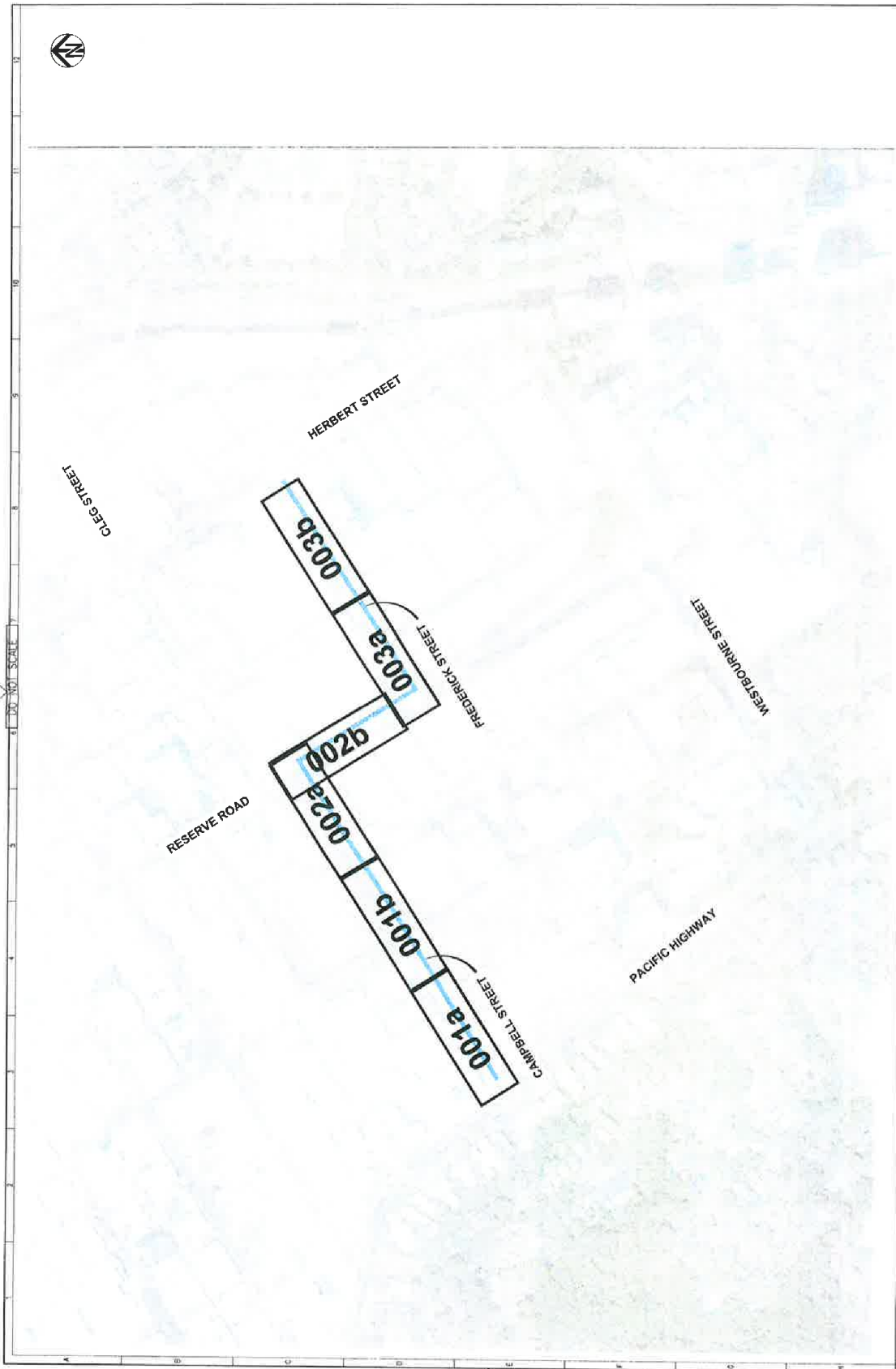
ATTACHMENT 5

Castle Cove and High Street, Chatswood route and opportunities

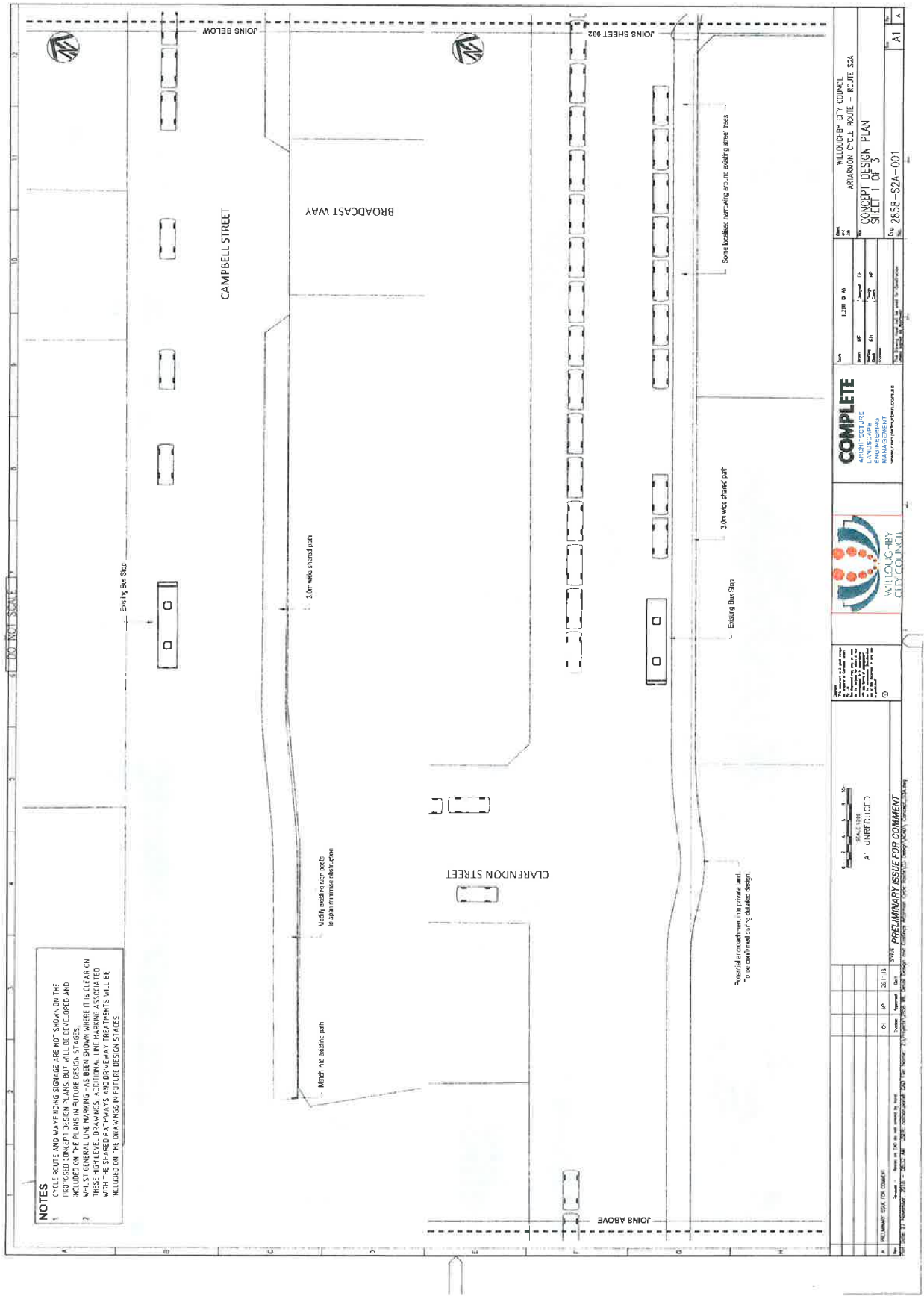


ATTACHMENT 6

Concept designs of the route connecting Pacific Highway, Gore Hill with Herbert Street, St Leonards and Gore Hill Freeway



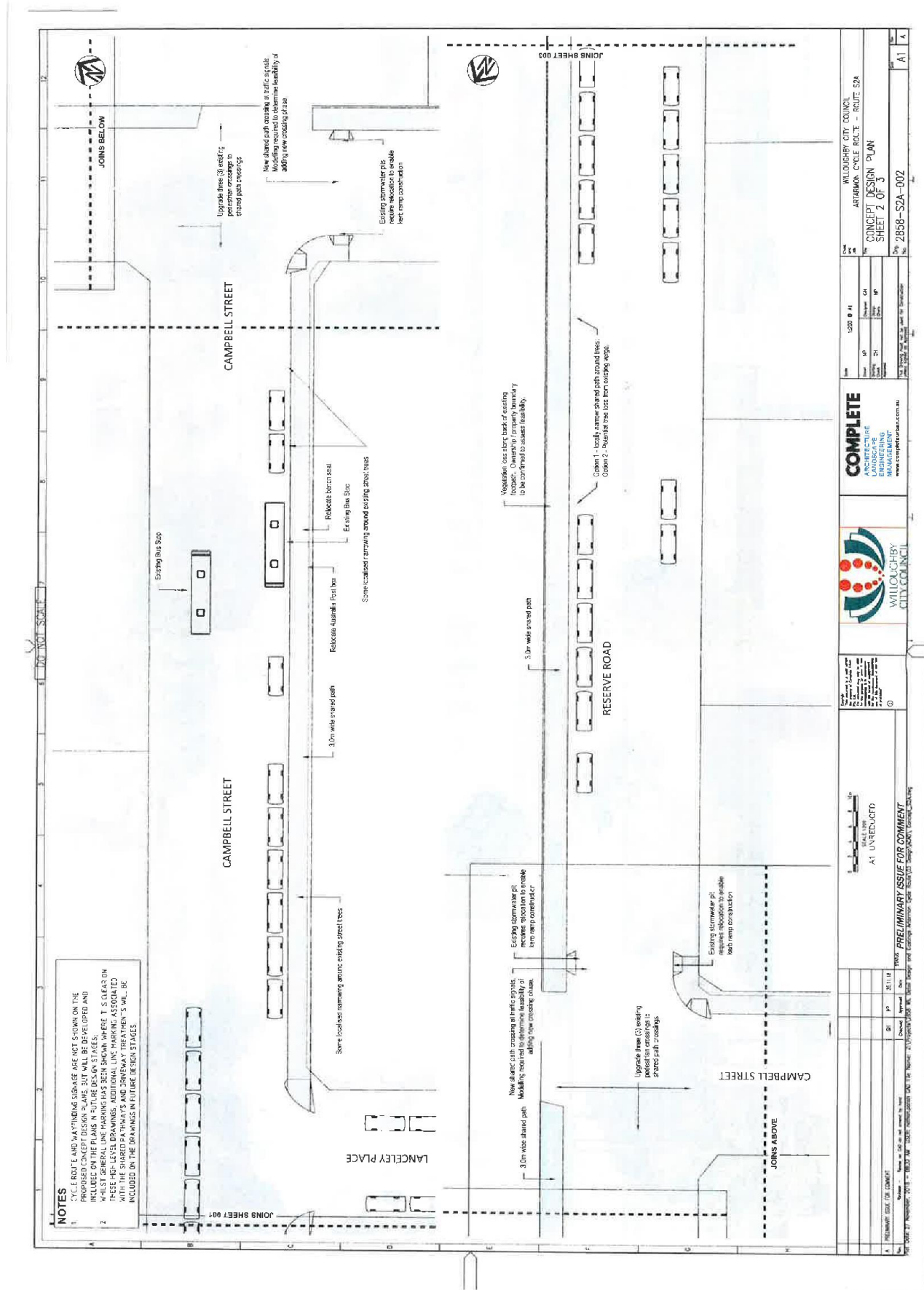
<p>WILLOW CREEK CITY COUNCIL ARCHIBALD CIRCLE ROUTE - ROUTE 52A SHEET LAYOUT PLAN Dwg 28358-S2A-100 No. A1</p>	
<p>Scale: 1:300 @ A1 Date: 2018/11/15 Author: [Name] Designer: [Name] Checker: [Name] Approver: [Name]</p>	<p>COMPLETE ARCHITECTURE LANDSCAPE PLANNING www.complete.com.au</p>
<p>WILLOW CREEK CITY COUNCIL</p>	
<p>Scale: 1:300 @ A1 Date: 2018/11/15 Author: [Name] Designer: [Name] Checker: [Name] Approver: [Name]</p>	
<p>PRELIMINARY ISSUE FOR COMMENT A1 UNREduced</p>	



NOTES

1. CYCLE ROUTE AND MARKING SIGNAGE ARE NOT SHOWN ON THE DRAWING. THE SIGNAGE AND MARKINGS WILL BE DEVELOPED AND INCLUDED IN THE FINAL DESIGN DRAWINGS.
2. WHILE GENERAL LINE MARKING HAS BEEN SHOWN WHERE IT IS CLEAR ON THESE HIGH LEVEL DRAWINGS, ADDITIONAL LINE MARKING ASSOCIATED WITH THE SHARED PATHWAYS AND DRIVEWAY TREATMENTS WILL BE INCLUDED ON THE DRAWINGS IN FUTURE DESIGN STAGES.

		WILLOUGHBY CITY COUNCIL ARTANON CYCLE ROUTE - ROUTE 52A	
COMPLETE LANDSCAPE ARCHITECTURE ENGINEERING www.complete.com.au		PROJECT NO: 2858-S2A-001 SHEET 1 OF 3 CONCEPT DESIGN PLAN	
SCALE: 1:100 @ A1 DATE: 15/01/19 DRAWN BY: [Name] CHECKED BY: [Name]		PROJECT NO: 2858-S2A-001 SHEET 1 OF 3 CONCEPT DESIGN PLAN	
A: UNREduced 28/1/19 1:100		WILLOUGHBY CITY COUNCIL	
PREPARED BY: [Name] DATE: 15/01/19 CHECKED BY: [Name] DATE: 15/01/19 APPROVED BY: [Name] DATE: 15/01/19 PROJECT NO: 2858-S2A-001 SHEET 1 OF 3 CONCEPT DESIGN PLAN			



NOTES

1. ALL ROUTE AND MARKING SIGNAGE ARE NOT SHOWN ON THE PROPOSED CONCEPT DESIGN PLANS, BUT WILL BE DEVELOPED AND INCLUDED ON THE PLANS IN FUTURE DESIGN STAGES.
2. WHILE GENERAL LINE MARKING HAS BEEN SHOWN, WHERE T.T.S. CLEAR ON THESE HIGH-LEVEL DRAWINGS, ADDITIONAL LINE MARKING ASSOCIATED WITH THE SHARED PATHWAYS AND JOURNEY TREATMENTS WILL BE INCLUDED IN THE DRAWINGS IN FUTURE DESIGN STAGES.

Project Name	WILLOUGHBY CITY COUNCIL
Project Code	ARTABANK CYCLE ROUTE - ROUTE S2A
Project Stage	CONCEPT DESIGN PLAN
Project No.	SHEET 2 OF 3
Project No.	2858-S2A-002

DATE: 03/08/14	
Author	GP
Checked	GP
Drawn	GP
Project No.	2858-S2A-002
Project Name	ARTABANK CYCLE ROUTE - ROUTE S2A
Project Stage	CONCEPT DESIGN PLAN
Project No.	SHEET 2 OF 3
Project No.	2858-S2A-002

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Author	GP
Checked	GP
Drawn	GP
Project No.	2858-S2A-002
Project Name	ARTABANK CYCLE ROUTE - ROUTE S2A
Project Stage	CONCEPT DESIGN PLAN
Project No.	SHEET 2 OF 3
Project No.	2858-S2A-002

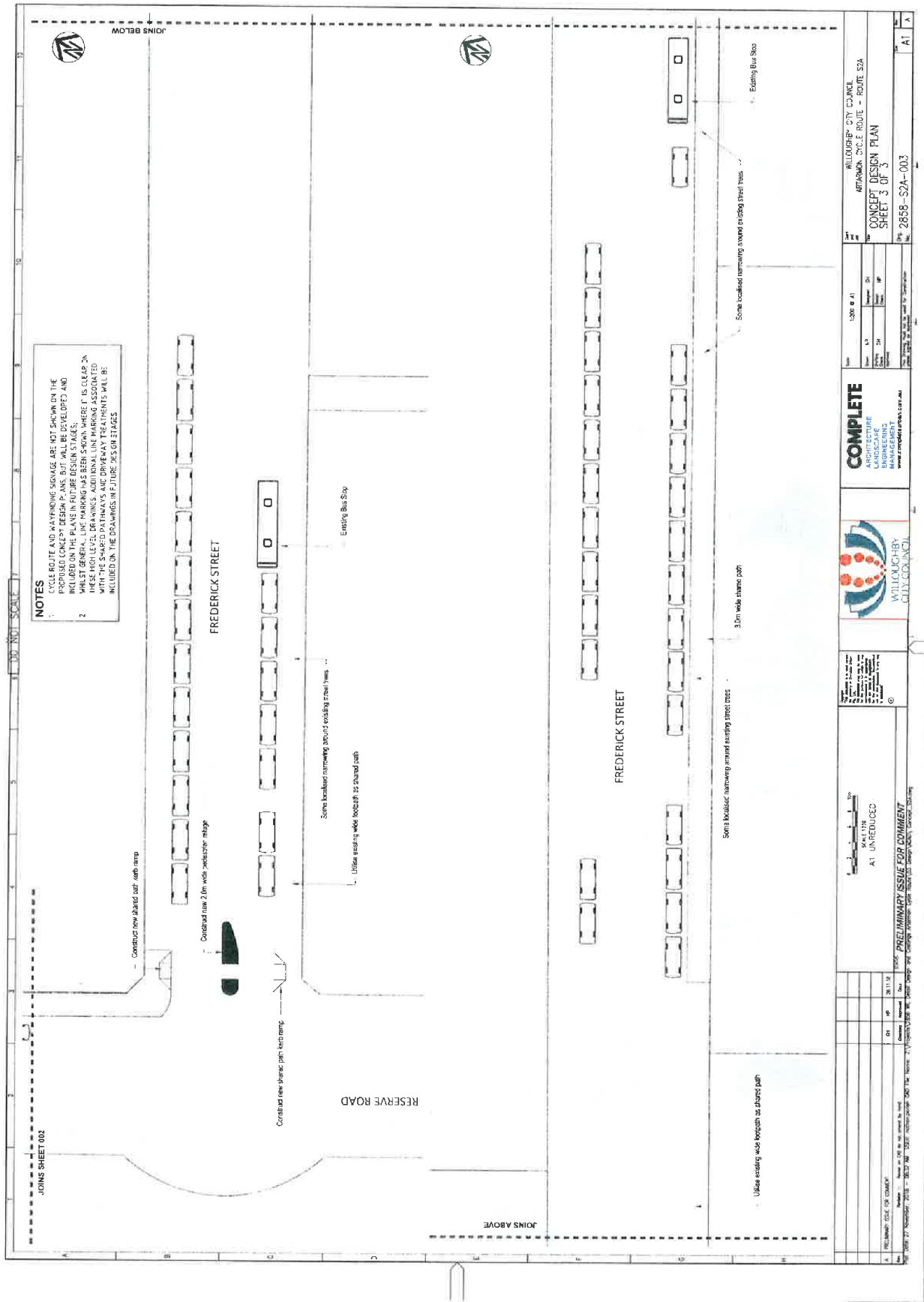
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A1 UNREDUCTO
PRELIMINARY ISSUE FOR COMMENT

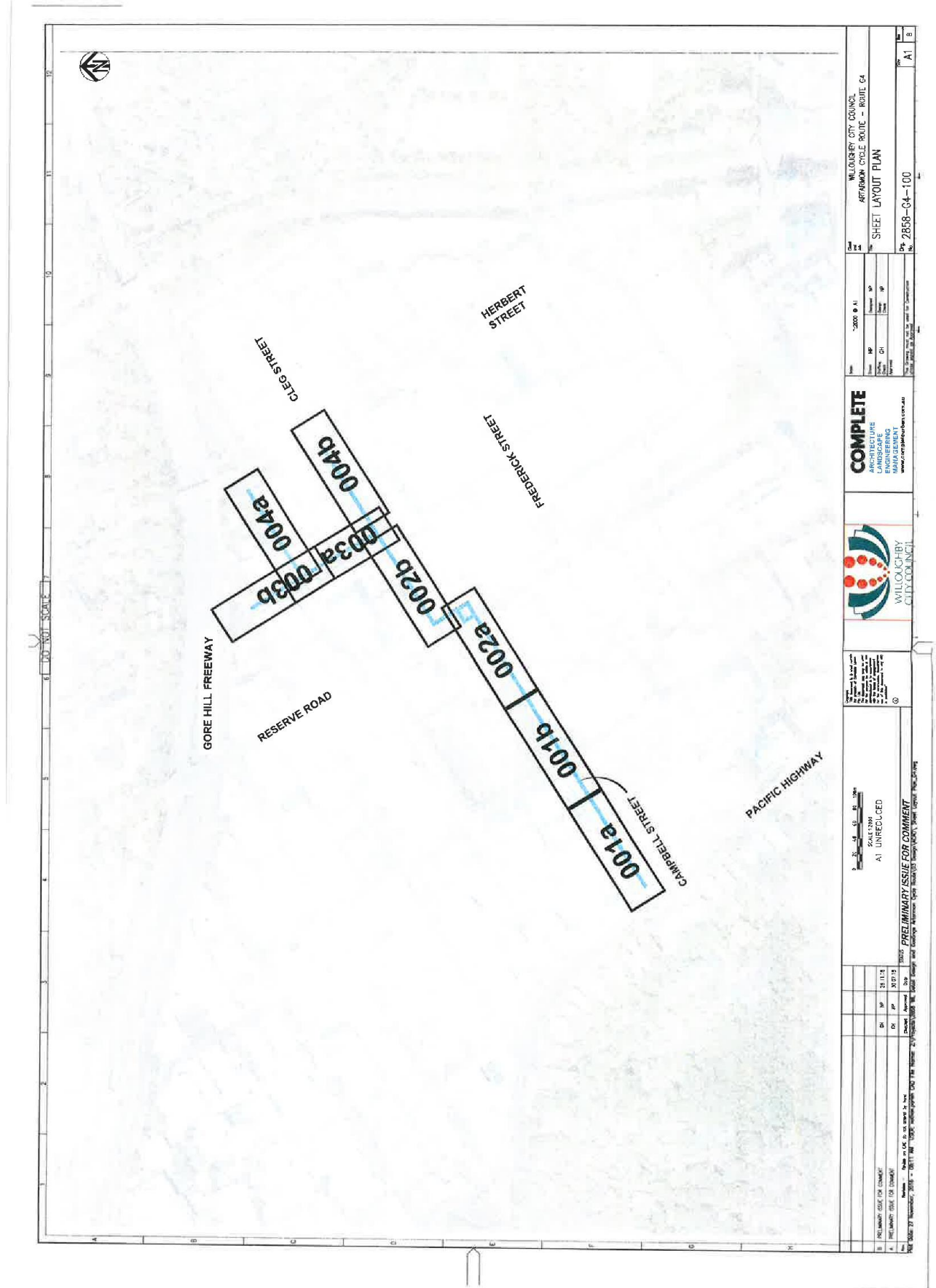
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Checked	GP
Drawn	GP
Project No.	2858-S2A-002
Project Name	ARTABANK CYCLE ROUTE - ROUTE S2A
Project Stage	CONCEPT DESIGN PLAN
Project No.	SHEET 2 OF 3
Project No.	2858-S2A-002

Author	GP
Checked	GP
Drawn	GP
Project No.	2858-S2A-002
Project Name	ARTABANK CYCLE ROUTE - ROUTE S2A
Project Stage	CONCEPT DESIGN PLAN
Project No.	SHEET 2 OF 3
Project No.	2858-S2A-002

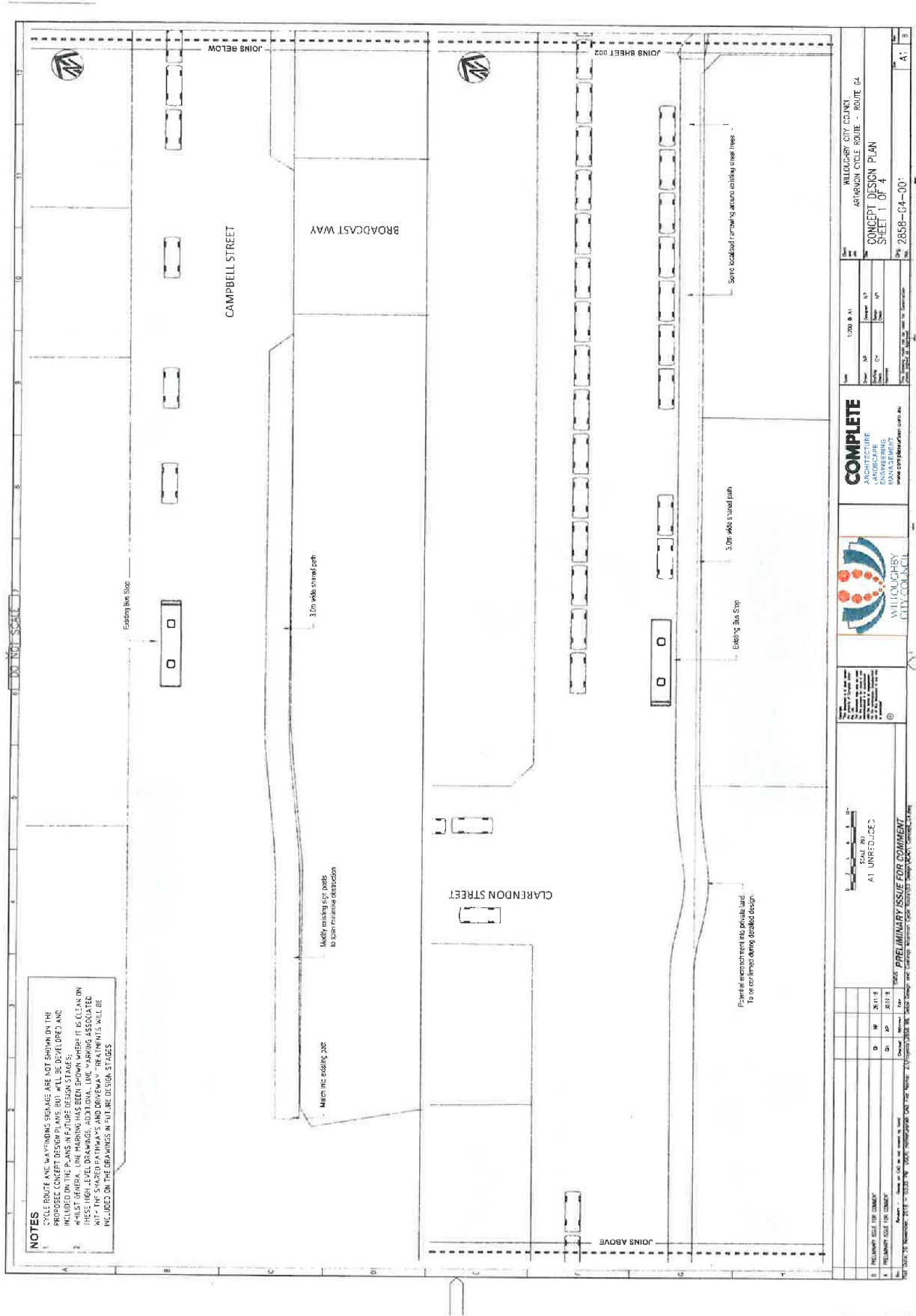
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Project Stage	CONCEPT DESIGN PLAN
Project No.	SHEET 2 OF 3
Project No.	2858-S2A-002

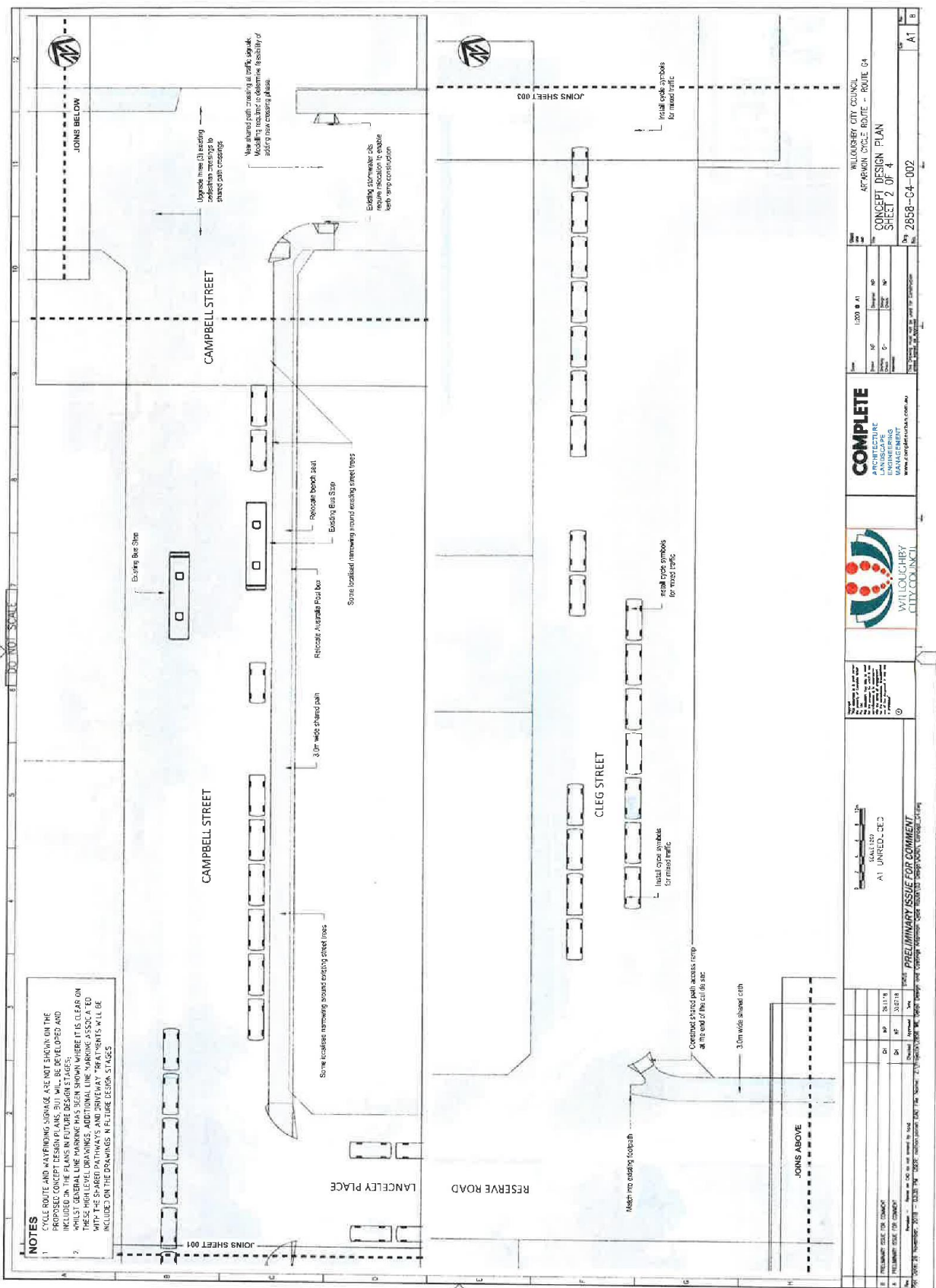
PRELIMINARY ISSUE FOR COMMENT
This drawing is for information only and is not to be used for construction. It is subject to change without notice.
The design is the property of Complete Consultants and is not to be used for any other project without the written consent of Complete Consultants.





<p>WILCOCHY CITY COUNCIL AFFRAMAN CIRCLE ROUTE - ROUTE G4</p>		<p>DATE: 2019-02-20</p> <p>PROJECT: AFFRAMAN CIRCLE ROUTE - ROUTE G4</p> <p>SHEET: LAYOUT PLAN</p> <p>DWG: 2858-G4-100</p>	
<p>SCALE: 1:1000</p> <p>DATE: 2019-02-20</p> <p>PROJECT: AFFRAMAN CIRCLE ROUTE - ROUTE G4</p> <p>SHEET: LAYOUT PLAN</p> <p>DWG: 2858-G4-100</p>		<p>DATE: 2019-02-20</p> <p>PROJECT: AFFRAMAN CIRCLE ROUTE - ROUTE G4</p> <p>SHEET: LAYOUT PLAN</p> <p>DWG: 2858-G4-100</p>	
<p>DATE: 2019-02-20</p> <p>PROJECT: AFFRAMAN CIRCLE ROUTE - ROUTE G4</p> <p>SHEET: LAYOUT PLAN</p> <p>DWG: 2858-G4-100</p>		<p>DATE: 2019-02-20</p> <p>PROJECT: AFFRAMAN CIRCLE ROUTE - ROUTE G4</p> <p>SHEET: LAYOUT PLAN</p> <p>DWG: 2858-G4-100</p>	
<p>DATE: 2019-02-20</p> <p>PROJECT: AFFRAMAN CIRCLE ROUTE - ROUTE G4</p> <p>SHEET: LAYOUT PLAN</p> <p>DWG: 2858-G4-100</p>		<p>DATE: 2019-02-20</p> <p>PROJECT: AFFRAMAN CIRCLE ROUTE - ROUTE G4</p> <p>SHEET: LAYOUT PLAN</p> <p>DWG: 2858-G4-100</p>	

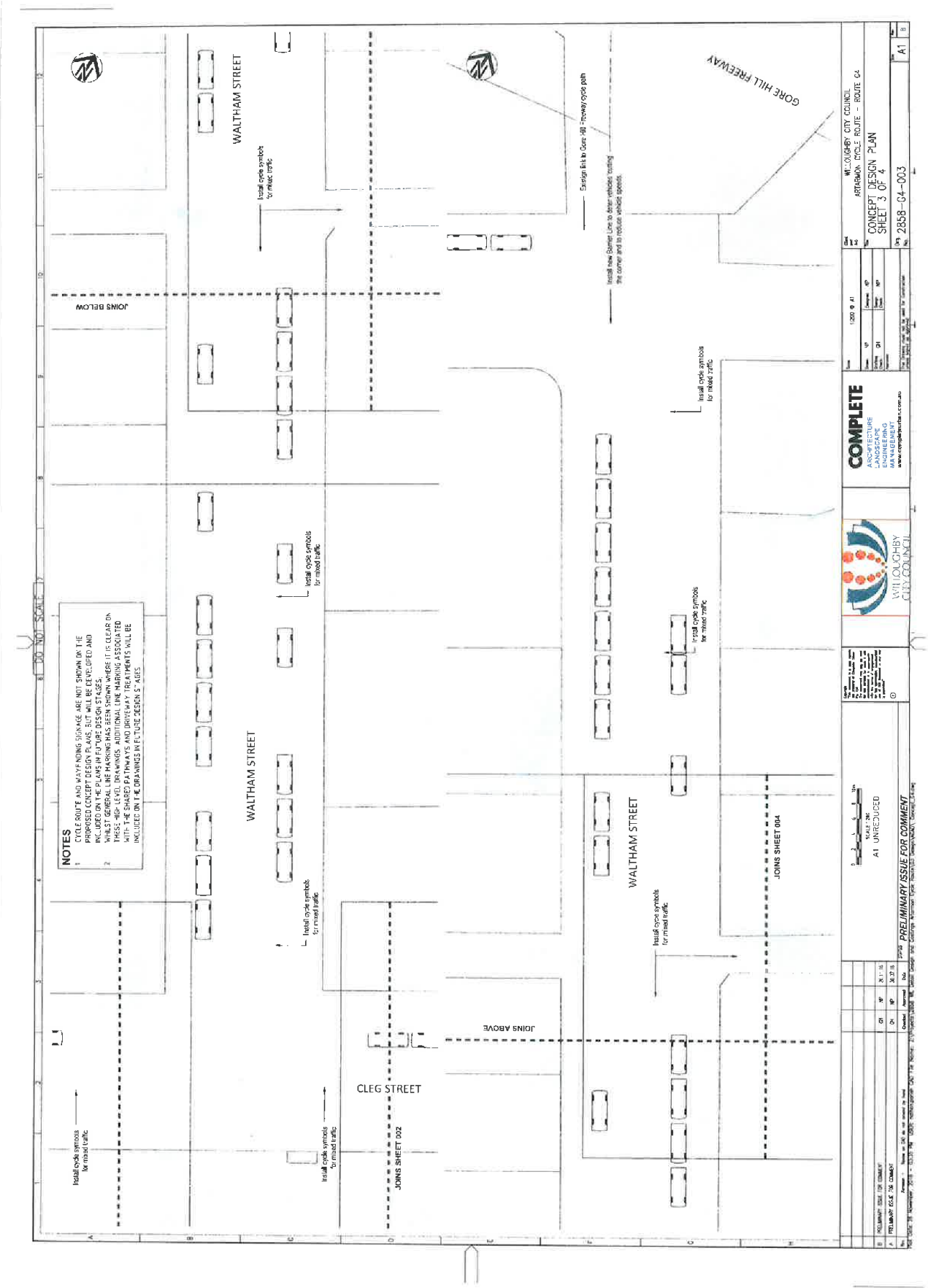




NOTES

1. CYCLE ROUTE AND WAYMARKING USAGE ARE NOT SHOWN ON THE PROPOSED CONCEPT DESIGN PLANS BUT ARE DEVELOPED AND INCLUDED IN THE PLANS IN FUTURE DESIGN STAGES.
2. WHILEST GENERAL LINE MARKING HAS BEEN SHOWN WHERE IT IS CLEAR ON THESE HIGH LEVEL DRAWINGS, ADDITIONAL LINE MARKING ASSOCIATED WITH THE SHARED PATHWAYS AND DRIVEWAY TREATMENTS WILL BE INCLUDED ON THE DRAWINGS IN FUTURE DESIGN STAGES.

		WILLOWBURY CITY COUNCIL AFRICAN CYCLE ROUTE - ROUTE 04	
COMPLETE ARCHITECTURE LANDSCAPE MANAGEMENT www.completeurban.com.au		CONCEPT DESIGN PLAN SHEET 2 OF 4 No. 2858-C4-002	
SCALE: 1:1000 @ A1 Date: 15/02/18 Author: MS Designer: MS Checker: C- Title: 2858-C4-002		1:1000 @ A1 Date: 15/02/18 Author: MS Designer: MS Checker: C- Title: 2858-C4-002	
PRELIMINARY ISSUE FOR COMMENT Date: 15/02/18 Author: MS Designer: MS Checker: C- Title: 2858-C4-002		PRELIMINARY ISSUE FOR COMMENT Date: 15/02/18 Author: MS Designer: MS Checker: C- Title: 2858-C4-002	
CHECKED: [Signature] APPROVED: [Signature]		CHECKED: [Signature] APPROVED: [Signature]	



NOTES

1. CYCLE ROUTE AND WAYFINDING SIGNAGE ARE NOT SHOWN IN THE DRAWING. THESE ITEMS SHOULD BE DEVELOPED AND INCLUDED IN THE FINAL DESIGN DRAWINGS.
2. WHILE GENERAL LINE MARKING HAS BEEN SHOWN WHERE IT IS CLEAR ON THESE HIGH-LEVEL DRAWINGS, ADDITIONAL LINE MARKING A SCHEDULED WITH THE SHARED PATHWAYS AND DRIVEWAY TREATMENTS WILL BE INCLUDED ON THE DRAWINGS IN FUTURE DESIGN STAGES.

		WALTHAM CITY COUNCIL ARTHEMION CYCLE ROUTE - ROUTE 04	
		CONCEPT DESIGN PLAN SHEET 3 OF 4	
PROJECT NO: 2858-04-003		DATE: 13/02/19	
PROJECT NAME: ARTHEMION CYCLE ROUTE - ROUTE 04		SHEET NO: 3 OF 4	
PROJECT LOCATION: WALTHAM STREET, WALTHAM		SCALE: AS SHOWN	
PROJECT STATUS: PRELIMINARY ISSUE FOR COMMENT		DRAWN BY: [Name]	
PROJECT START DATE: 13/02/19		CHECKED BY: [Name]	
PROJECT END DATE: 13/02/19		APPROVED BY: [Name]	

