

Proposed pedestrian, cycling and traffic calming improvement works at Edward St, Willoughby

EXPLANATORY BROCHURE

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WILLOUGHBY
CITY COUNCIL

City of Diversity

Project Location

Edward St is a 500m long thoroughfare in the suburb of Willoughby, which runs between Penkivil St in the north and Artarmon Rd in the south.

A new residential development (Nine by Mirvac) is located at the road's southern end. This development will deliver approximately 450 apartments and consequently increase movements along Edward St. The Willoughby Leisure Centre and Bicentennial Reserve Oval are also located to the south-east of Edward St.

At its northern end, the street leads to the Penshurst St local centre and Willoughby Girls High School and Willoughby Public School.

The Willoughby South local centre and Willoughby Rd, a key public transport corridor, runs to the east of, and broadly parallel to, Edward St.

Current issues

There are a number of current traffic issues in Edward St which need to be resolved, including speeding, pedestrian safety & footpath connections, bicycle safety and connections and vehicle conflicts. These are explained below:

- Edward St is a wide thoroughfare (ranging from 12m to 17m) which tends to result in high vehicle speeds. A traffic study commissioned by Council in 2020 showed 45 per cent of motorists using Edward St travelled above the posted speed limit of 50km/h.
- Edward St has variable road widths, however when the road width changes there are no line marking or traffic facilities to guide motorists, which can cause confusion and conflict between vehicles and sometimes pedestrians.
- A lack of pedestrian refuge islands, ramps and crossing facilities for pedestrians, and the fact there are no on-road cycle markings, makes Edward St more dangerous than it should be for these users.
- The street's width, its close proximity to Willoughby Rd and lack of traffic calming devices, means it is also targeted for rat-running by motorists seeking to avoid congestion.
- There is the opportunity to create a new north-south cycling route along Edward St, which connects with the existing east-west route along Hector St and Julian St, which links Chatswood and Willoughby.

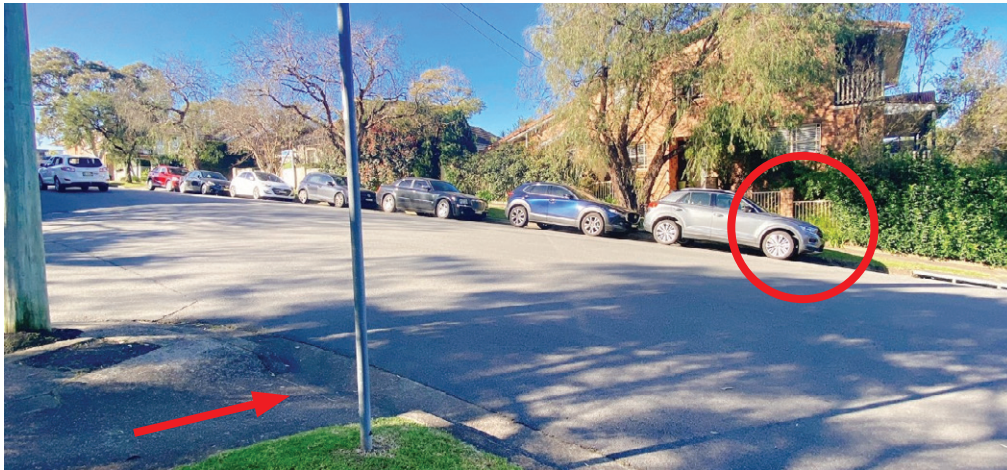


Pedestrian crossing without a ramp (south of Cobar St)



Wide and misaligned streets and intersections, causing confusion for road users

Current issues



No pedestrian crossing point/ramp at Hector St intersection (eastern side)



Missing pedestrian ramp on Penkivil Street and Penshurst Street intersection



Aerial of Edward St and Penkivil St (misaligned intersections Edward St, Penkivil St and Penshurst St); lack of crossing point/ramp and pedestrian refuge islands

Proposed improvements

As part of the Council's 2022-23 Operational Plan, the Council voted to set aside \$450,000 for pedestrian, cycling and traffic calming works at Edward St.

Using this funding, it is proposed to make a range of improvements to Edward St to resolve the above issues. The aims and objectives of these improvements are to:

- Improve local safety and amenity by reducing vehicle speeds;
- Improve safety at intersections and along Edward St
- Maximise and retain on-street parking spaces;
- Maintain vehicle access for local residents;
- Create walkable neighbourhoods and a connected city, including improved connections to local centres;
- Provide and improve pedestrian crossing facilities and connections;
- Provide safer road environments and connections for cyclists; and
- Install new trees and planting along Edward St, creating a cooler, greener and more comfortable pathway for walking and cycling.

The Council has now published a draft Edward St pedestrian, cycling and traffic calming improvement plan, which includes installing:

- Four new pedestrian crossing facilities along Edward St – at locations south of Wyalong St, south of Hector St and at the corners of Edward St & Penkivil St and Penkivil St & Peshurst St;
- Three raised threshold traffic calming devices – at locations south of Lucknow St, north of Wyalong St and north of Cobar St – to reduce vehicle speeds at entry points and mid-way;
- New islands and line marking to calm traffic and enable pedestrians to cross the road in stages;
- New bicycle logo pavement markings and signage to integrate Edward St with an existing cycling network; and
- Holding lines and traffic lane lines at side street intersections to define traffic lanes, improve motorists' line of sight and improve road safety.
- Reduction in the number of car parking spaces by approximately 10 spaces.
- Potential street lighting improvement, focused at new pedestrian crossing facilities

Next steps

The Council has now commenced a community engagement process to collect feedback on the draft plan.

After considering this feedback, the Council will examine whether changes are required to the draft plan.

The Council then intends make a proposal and recommendations to the Local Traffic Committee and Council.

Community members will have the opportunity to address the Local Traffic Committee and the Council, before any decisions are made.