



Willoughby City Council

## **MINUTES**

**TRAFFIC COMMITTEE MEETING  
NO 6/2019**

**27 November 2019**



# 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 Roads and Maritime Services.

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

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## 1 PRESENT

### Voting members present:

Mr Zakaria Ahmad	Roads and Maritime Services
Sgt Ryan Edwards	NSW Police
Mr Gordon Farrelly	Willoughby City Council

### Other representatives:

Mr Egwin Herbert	Sydney Buses
Mr Daniel Sui	Willoughby City Council
Ms Anoma Herath	Willoughby City Council
Mr Hassan Yousaf	Willoughby City Council
Ms Kate Drysdale	Willoughby City Council
Ms Melissa Natoli	Willoughby City Council

### Councillors present:

Clr Lynne Saville	Councillor - Willoughby City Council
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### Members of the public:

Mr Charles Gowing	Willoughby Federation of Progress Associations
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## 2 APOLOGIES

Mr Ken Rutherford	Local State MP's Representative
Mr Tony Moujalli	State Transit Authority/ Sydney Buses
Mr Chris Binns	Willoughby City Council
Mr Richard Goulston	Willoughby City Council

Clr Judith Rutherford	Councillor - Willoughby City Council
Clr Hugh Erikson	Councillor - Willoughby City Council
Clr Wendy Norton	Councillor - Willoughby City Council

A representative of the Local State MP's office did not attend. It was noted that the Local State MP's representative is a voting member.

The Local Traffic Committee agreed that as the agenda was released prior to the meeting and no comments were received and that following the release of the draft minutes that, if no comments were received from the Local State MP's representative after one week, then it would be assumed that the Local State MP's representative supported the Local Traffic Committees recommendations for every item in this agenda.

## DISCLOSURE OF INTEREST

Refer Code of Conduct:–

[Code of Conduct - Community Representatives](#)

[Code of Conduct - Councillors and Officers](#)

All participants at the meeting agreed to comply with the Willoughby Council Code of Conduct.

Clr Saville advise a conflict of interest in:

- Item 4.3 advising that she lived in one of the streets being considered for changes to street parking restrictions; and
- Reserve Road, St Leonards – Right turn bay (Late Item) advising that she works at Royal North Shore Hospital

### TRAFFIC COMMITTEE RECOMMENDATION

That Council note the attendees and adopt the advice from the Local Traffic Committee.

## 3 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION

The Minutes of the Ordinary Meeting of the Local Traffic Committee held 23 October 2019, copies of which have been circulated to each member of the Local Traffic Committee and released on the Willoughby Council website, were confirmed.

### 3.1 COUNCIL ADOPTION OF THE LOCAL TRAFFIC COMMITTEE MINUTES

**The Minutes of the Ordinary Meeting of Council held on 23 October 2019 will be presented to Council at its meeting of 9 December 2019.**

#### Local Traffic Committee discussions

Matters outstanding from Council resolution at its meeting on 17 October 2019 relating to the minutes of Local Traffic Committee meeting held on 21 August 2019:

**Council resolution 2: In respect to item 4.3 *Oakville Road Public Car Park, Northbridge* that the Traffic Committee at its next meeting consider the section along the new 15 minute parking zone be converted to truck parking only or a loading zone to allow goods to be delivered to the outlets.**

A report was provided to the Local Traffic Committee outlining the results of an investigation that the section along the new 15 minute parking zone be converted to truck parking only or a loading zone to allow goods to be delivered to the outlets.

According to the Development Application (DA) approved for the Dan Murphy premises, all loading/unloading needs to occur within the onsite loading dock and the maximum size of delivery trucks that can service the business is to be 8.8 metres. The existing No Stopping zone adjacent to the recently installed 15-min parking zone has been provided to allow trucks to reverse into the loading dock.

A ranger and a representative from the Traffic and Transport Team met the Store Manager of Dan Murphy on 26 November 2019. The Manager advised that the Loading dock is currently being used as a storage area and therefore unloading occurs in the No Stopping zone in the carpark.

Council officers explained that the business needs to comply with the DA conditions of consent where all unloading must occur in the loading dock which can accommodate an 8.8 metre truck. If they are unable to comply with DA conditions of consent, it can be discussed with Council's Planning section to modify the condition. Further, that any truck that is parked in the No Stopping zone violates Road Rules and if delivery activities occur in the carpark it will be a breach of the DA consent that could attract a fine of \$6000.

The Store Manager advised that December is the busiest time for the business and requested leniency until January, in the meantime, they will look at a solution to this matter. He also agreed to ensure that all van deliveries will occur within the loading dock from now on and organise larger trucks to deliver after 4.30 pm when carpark is not busy. Although this is a better approach, Council officers advised that they could receive a fine if they breach Road Rules or DA conditions of consent.

Site inspections revealed that the business needs to reorganise its storage area to allow the correct use of its loading dock.

The Committee considered the abovementioned report and agreed with the officer's advice to the Store Manager and the implications of non-compliance with the DA consent conditions. In this regard, the request to change new 15 minute parking zone to truck parking only or a loading zone was not supported.

**Council Resolution 3: Under the delegated item 19-27, the parking space between number 5 and 3 be made into "motorcycle parking only" subject to gradient feasibility and resident consultation.**

The committee noted that the site was inspected with the investigation revealing that Motorcycle Only parking is not feasible due to the grade of the road.

The Committee considered the abovementioned report and agreed with the officer's advice that Motorcycle Only parking is not acceptable at this location.

#### Local Traffic Committee Conclusion

The Committee recommended that:

**Council resolution 2: In respect to item 4.3**

- Council adopt the report for item 4.3 and approve that the Dan Murphy store use its on-site loading dock because these facilities are provided as a condition of development consent, and where appropriate, Council should enforce the DA conditions of consent and the road rules. Accept that changing the new 15 minute parking zone to truck parking only or a loading zone is not supported.

**Council Resolution 3: Under the delegated item 19-27**

- Council adopt the report for delegated item 19-27 and note that Motorcycle Only parking is not acceptable at this location.

#### **TRAFFIC COMMITTEE RECOMMENDATION**

**That the information be received and noted.**

## 4 FORMAL ITEMS FOR CONSIDERATION

### 4.1 RAEBURN AVENUE, CASTLECRAG - TIMED LOADING ZONE REGULATORY PARKING RESTRICTIONS

**ATTACHMENTS:** 1. PARKING RESTRICTIONS PLAN (UPDATED)

**WARD:** SAILORS BAY 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:** 27 NOVEMBER 2019

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#### 1. PURPOSE OF REPORT

To approve the implementation of a timed Loading Zone in place of an existing full time Loading Zone in Raeburn Avenue, west side of road, between Edinburgh Road and Chandler Lane, Castlecrag

#### 2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

**That Council approve the implementation of a Loading Zone 6 am to 6 pm Monday to Friday and 6 am to 1 pm Saturday in Raeburn Avenue, west side of road, between Edinburgh Road and Chandler Lane, Northbridge as outlined in ATTACHMENT 1.**

#### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Committee accepted that the change in operating times for the loading zone would benefit visitors to the local centre.

It was agreed that the times proposed could be modified in line with typical loading zone operating times for a local centre and therefore the following change in the operating times of the loading zone was considered acceptable:

- Loading Zone 6 am to 6 pm Monday to Friday and 6 am to 1 pm Saturday

The agreed new parking restrictions are shown on ATTACHMENT 1.

Community consultation was undertaken for the proposal between 22 November 2019 and 8 December 2019. The Committee noted that at the time of the meeting that no submissions had been received. 30 letters were released to the businesses and community in Edinburgh Road between Eastern Valley Way and Rutland Avenue, north side of road only, with no submissions received.

The community feedback indicated an acceptance of the proposed change in loading zone operating times.

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed that the full time loading zone could be changed to Loading Zone 6 am to 6 pm Monday to Friday and 6 am to 1 pm Saturday.

ATTACHMENT 1

Raeburn Avenue, Castlecrag, west side of road, between Edinburgh Road and Chandler Lane



Change the existing full time Loading Zone to Loading Zone 6 am – 6 pm Monday to Friday and 6 am – 1 pm Saturday, unrestricted at other times.

**4.2 ROCHE LANE, NORTHBRIDGE - DISABLED CAR PARKING SPACE**

<b>ATTACHMENTS:</b>	<b>1. NIL</b>
<b>WARD:</b>	<b>SAILORS BAY WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>HASSAN YOUSAF - TRAFFIC ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.1 – ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY</b>
<b>MEETING DATE:</b>	<b>27 NOVEMBER 2019</b>

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**1. PURPOSE OF REPORT**

To approve the installation of one disabled parking space, compliant with Australian standards, in Roche Lane, Northbridge.

**2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION**

**That Council approve the implementation of one disabled parking space compliant with Australian standards in Roche Lane, Northbridge adjacent to the entry to Northbridge Public School.**

**3. LOCAL TRAFFIC COMMITTEE DISCUSSION**

Nil

**4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed with the Officer's recommendation.

#### **4.3 CARR STREET, EDDY ROAD, LONE PINE AVENUE, BERESFORD AVENUE, DALRYMPLE ROAD AND BEACONSFIELD ROAD, CHATSWOOD AND CHATSWOOD WEST - NO PARKING, BUS ZONE AND 4P TIMED PARKING WITH RESIDENT PARKING RESTRICTIONS**

<b>ATTACHMENTS:</b>	<b>1. PROPOSED NEW PARKING RESTRICTIONS IN CHATSWOOD AND CHATSWOOD WEST (UPDATED) 2. PARKING RESTRICTION PLAN (UPDATED)</b>
<b>WARD:</b>	<b>WEST WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>DANIEL SUI - SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b>
<b>MEETING DATE:</b>	<b>27 NOVEMBER 2019</b>

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### **1. PURPOSE OF REPORT**

To approve the implementation of timed No Parking, timed Bus Zone and 4P timed parking with resident parking restrictions in Carr Street, Eddy Road, Lone Pine Avenue, Beresford Avenue, Dalrymple Road and Beaconsfield Road, Chatswood and Chatswood West to support the safe and efficient movement of State Transit Authority's (STA) 255 bus services between Chatswood Interchange and Chatswood West.

### **2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION**

**That Council:**

- **Note the 255 Bus Service Traffic Study and STA 255 Bus Route Safety Risk Assessment report.**
- **Approve the implementation of Bus Zones 6:30am to 6:30pm Monday to Saturday restrictions at all exiting bus stops as outlined in ATTACHMENT 1 and ATTACHMENT 2.**
- **Approve the implementation of No Parking 6:30am to 6:30pm Monday to Saturday regulatory parking restrictions on Carr Street, Eddy Road, Lone Pine Avenue, Beresford Avenue, Dalrymple Road and Beaconsfield Road as outlined in ATTACHMENT 1 and ATTACHMENT 2.**
- **Approve the implementation of 4P 6:30am to 6:30pm Monday to Saturday Residential Parking Area (RA 6) parking restrictions in Carr Street as outlined in ATTACHMENT 1 and ATTACHMENT 2.**

- Note that monitoring of the impact of the street parking restrictions on the performance of the 255 bus service will be undertaken in consultation with STA and TfNSW.
- Note that a report will be presented to the Local Traffic Committee within 12 months of implementation which will outline the impact of the street parking restrictions on the performance of the 255 bus service and consider adjustments to the street parking restrictions including the reinstatement of the existing unrestricted parking zones if necessary to improve residents' amenity. The report will be written in consultation with STA and TfNSW.

### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Committee noted that additional community submissions had been received and the updated community feedback for each street is provided below:

	Street	Fully Support	Partial Support	Fully Oppose	Comments
1.	Carr Street	6	7 <sup>A/B</sup>	2	0
2.	Eddy Road (Option 2)	4	0	2	0
3.	Lone Pine Avenue	0	0	0	0
4.	Beresford Avenue	0	0	0	0
5.	Dalrymple Road	2	0	0	2
6.	Beaconsfield Road	3	0	0	1

A – Support for proposed Bus Zone 6:30am to 6:30pm Monday to Saturday restrictions only.  
 B – Opposed the No Parking 6:30am to 6:30pm Monday to Saturday restrictions and 2P 6:30am to 6:30pm Monday to Saturday Residential Parking Area (RA 6) restrictions.

The proposal presented to the community for Carr Street included timed bus zone, timed No Parking and timed 2P parking restrictions. There were a total of 15 submissions received. Six (6) supported all the changes, two (2) did not support any changes. The remaining 7 supported introduction of the bus zone restrictions only and opposed introduction of the timed No Parking and timed 2P parking restrictions.

Minor adjustments to the technical information in the attachments were identified and agreed to be captured by the Committee including:

- Attachment 3: Eddy Road - Changing 'north' to 'south' side of road
- Attachment 4: Carr Street plan – Change 2P to 4P.
- Attachment 4: Eddy Road plan – Remove Option 1 plan

The proposed parking restrictions recommended by the Committee are outlined in ATTACHMENT 1 and ATTACHMENT 2.

**4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed with the Officer's recommendation.

## ATTACHMENT 1

Proposed new street parking restrictions in Carr Street, Eddy Road, Lone Pine Avenue, Beresford Avenue, Dalrymple Road and Beaconsfield Road, Chatswood and Chatswood West

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**Carr Street between Centennial Avenue and De Villiers Avenue**

Bus zone 6:30am to 6:30pm Monday to Saturday - Formalise the existing bus stop on the west side of road. The bus zone will be 25 metres in length. Local residents and visitors will be able to park outside of the bus zone hours of operation.

No Parking 6:30 am to 6:30pm Monday to Saturday – To be implemented on the western side of road.

4P 6:30 am to 6:30pm Monday to Saturday Permit Holders Excepted (Area RA 6) – To be implemented on eastern side of road to support resident and visitor parking.

**Eddy Road between De Villiers Avenue and Lone Pine Avenue**

No Parking 6:30 am to 6:30pm Monday to Saturday – This is Option 2. To be introduced on Eddy Road, south side of road, between De Villiers Ave and Lone Pine Avenue.

**Lone Pine Ave between Eddy Road / De Villiers Avenue and Beresford Avenue**

No Parking 6:30 am to 6:30pm Monday to Saturday - Extend the existing No Parking 6:30 am to 6:30pm Monday to Saturday restriction by 6 metres adjacent to 1 Carr Street.

**Beresford Avenue between Lone Pine Avenue and Pearl Avenue**

No Parking 6:30 am to 6:30pm Monday to Saturday - to be introduced on Beresford Avenue, south side of road, between Lone Pine Avenue and Dalrymple Road.

**Dalrymple Road between Beresford Avenue and Ivy Street**

Bus zones 6:30 am to 6:30pm Monday to Saturday - Formalise two (2) existing bus stops. Each bus zone will be 25 metres in length. Local residents and visitors will be able to park outside of the bus zone hours of operation.

No Parking 6:30 am to 6:30pm Monday to Saturday - To be implemented on Dalrymple Road, east side of road, between Beresford Avenue and Ivy Street.

No Parking 6:30 am to 6:30pm Monday to Saturday - To be implemented on Dalrymple Road, east of Beaconsfield Road, south side of road, between 28 Dalrymple Road and 36 Dalrymple Road.

**Beaconsfield Road between Greville Street and Ferndale Street**

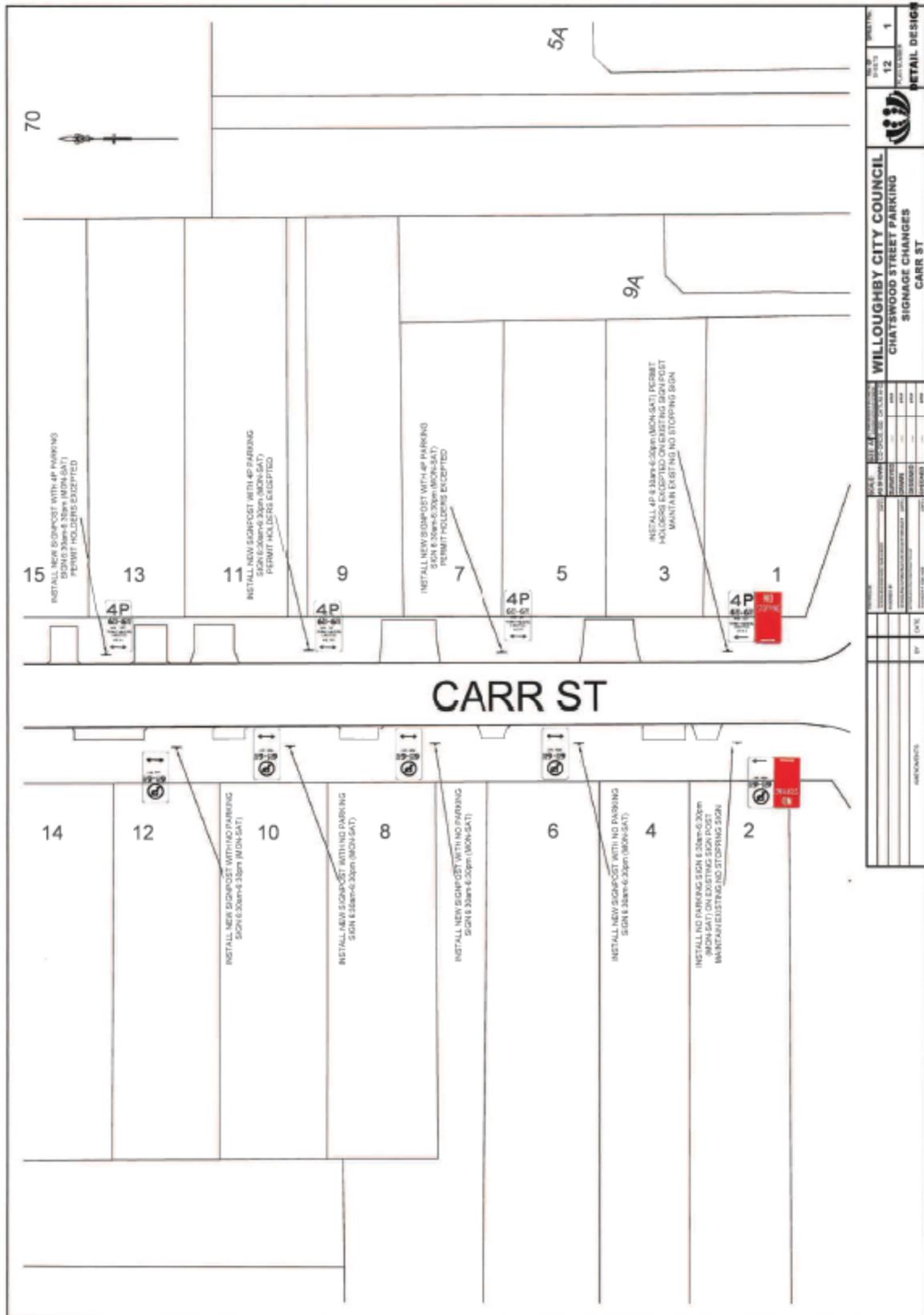
Bus zones 6:30 am to 6:30pm Monday to Saturday - Formalise three (3) existing bus stops. Each bus zone will be 25 metres in length. Local residents and visitors will be able to park outside of the bus zone hours of operation.

These bus zones are located adjacent to properties number 76; 79; 92; 113; and 114 Beaconsfield Road.

No Parking 6:30am to 6:30pm Monday to Saturday – To be implemented in Beaconsfield Rd from Greville Street to Ferndale Street, north and south side of road;

No Parking 6:30am to 6:30pm Monday to Saturday – To be implemented in Beaconsfield Rd and Cramer Crescent intersection, north and south side of road

ATTACHMENT 2





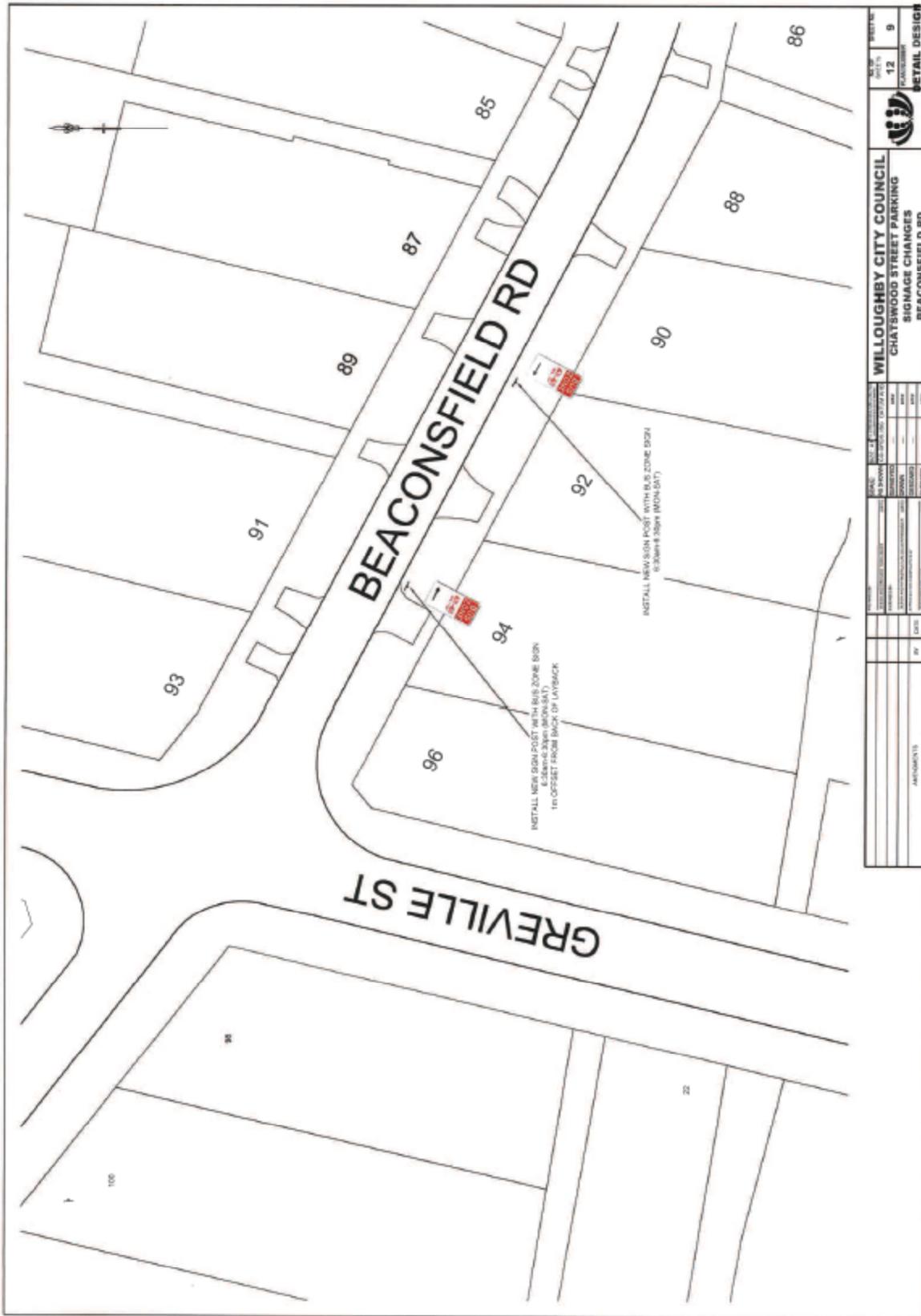












WILLOUGHBY CITY COUNCIL		CHATSWOOD STREET PARKING		SIGNAGE CHANGES		BEACONSFIELD RD	
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#### 4.4 VICTORIA AVENUE & STANLEY STREET, CHATSWOOD – MARKED FOOT CROSSING IMPROVEMENT WORKS

<b>ATTACHMENTS:</b>	<b>1. CONCEPT DESIGN PLAN 2. VICTORIA AVENUE PARKING PLAN</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>MELISSA NATOLI – STUDENT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>27 NOVEMBER 2019</b>

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### 1. PURPOSE OF REPORT

To approve the implementation of changes to the existing marked foot crossing in Victoria Avenue at the intersection with Stanley Street, Chatswood.

### 2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- **Approve the implementation of changes to the existing marked foot crossing in Victoria Avenue, at the intersection with Stanley Street, Chatswood as outlined in ATTACHMENT 1.**
- **Approve the change to the street parking restrictions in Victoria Avenue, north side of road, between Crick Street and Macquarie Street as outlined in ATTACHMENT 2.**
- **Note that monitoring of the operation of the intersection including traffic flow along Victoria Avenue will be undertaken following the implementation of the changes.**

### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Committee considered that it would be appropriate to investigate adjustments to the existing weekday afternoon peak period (3.30 pm – 6.30 pm Monday to Friday) No Parking restrictions in Victoria Avenue, north side of road, between Crick Street and Macquarie Street in conjunction with the proposed new traffic arrangements at the marked foot crossing.

Investigations reveal that a section of the existing No Parking 3.30 pm – 6.30 pm Monday to Friday will be retained to permit eastbound vehicles to pass vehicles waiting to turn right into Lawrence Street. The length of parking restriction has been designed to permit a 19 metre articulated bus to pass a stationary motor car.

The remaining 30 metres (approximately) No Parking 3.30 pm – 6.30 pm Monday to Friday will be replaced with unrestricted parking. The number of motor vehicles able to park in Victoria Avenue, north side of road, between Crick Street and Macquarie Street under this new arrangement is 4 – 5 cars.

Community consultation was undertaken for the proposal between 22 November 2019 and 8 December 2019. The Committee noted that at the time of the meeting no submissions had been received. 139 letters were released to the community with 5 submissions received. The submissions indicated the following:

- 4 submissions were in support of the proposal.
- 1 submission is opposed due to the loss of access into Stanley Street during the weekday afternoon peak period.

The community feedback revealed that there is general support for the proposed change to the marked foot crossing and timed no right turn restriction.

The submissions also requested minor improvements or changes to the proposal including additional speed cushions, extending the duration of the proposed no right turn restriction in Victoria Avenue, introduction of a no right turn restriction in Stanley Street, northbound, for the weekday morning and afternoon peak period and Saturdays and traffic control signals at the intersection.

The provision of traffic control signals would not meet Roads and Maritime Services warrants and alternate vehicle access to Stanley Street is available via Lawrence Street and other local streets east of Stanley Street via Albert Avenue.

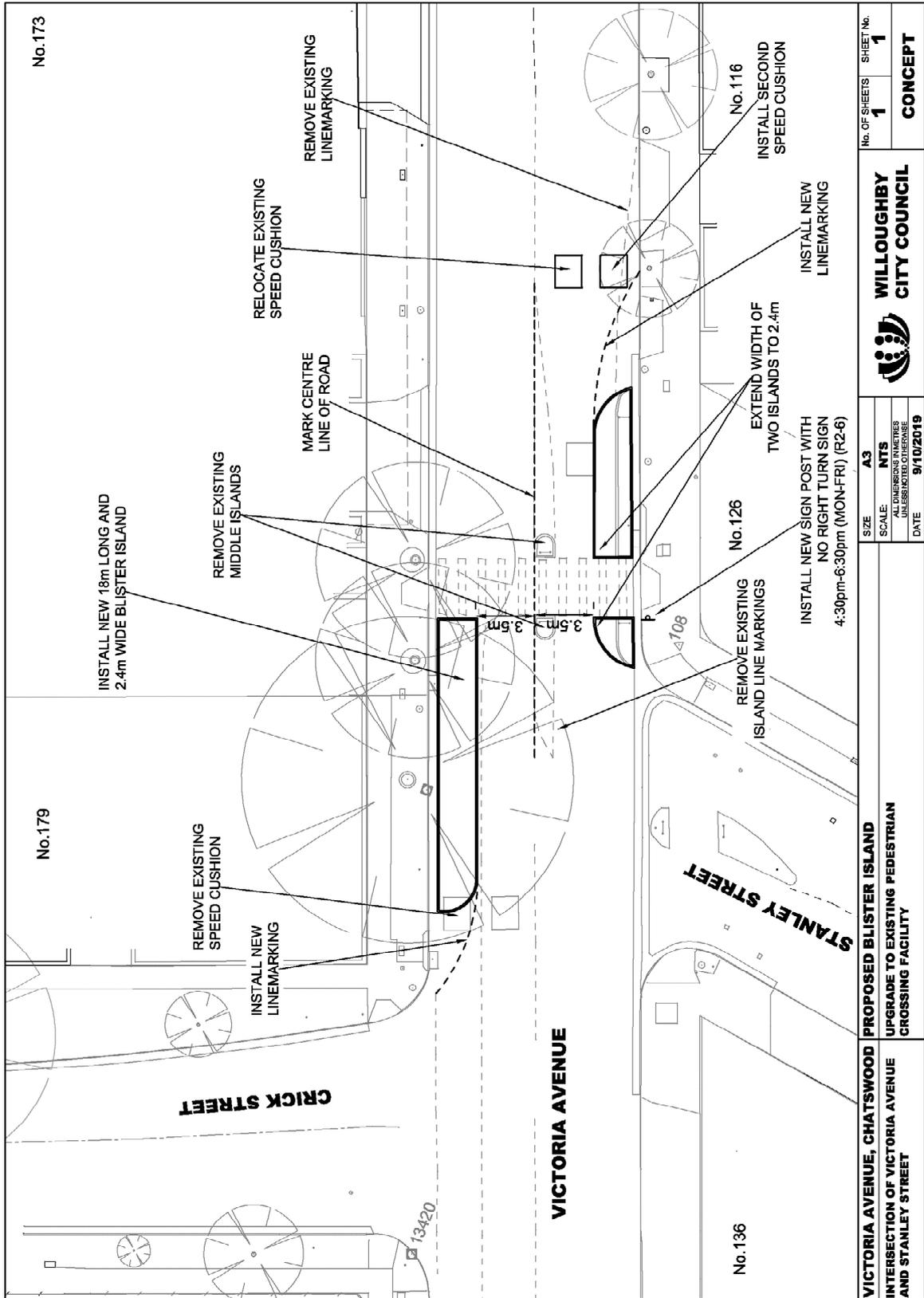
The suggestions raised by the community are noted and will be considered during the monitoring of the operation of the intersection should the proposal be implemented.

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

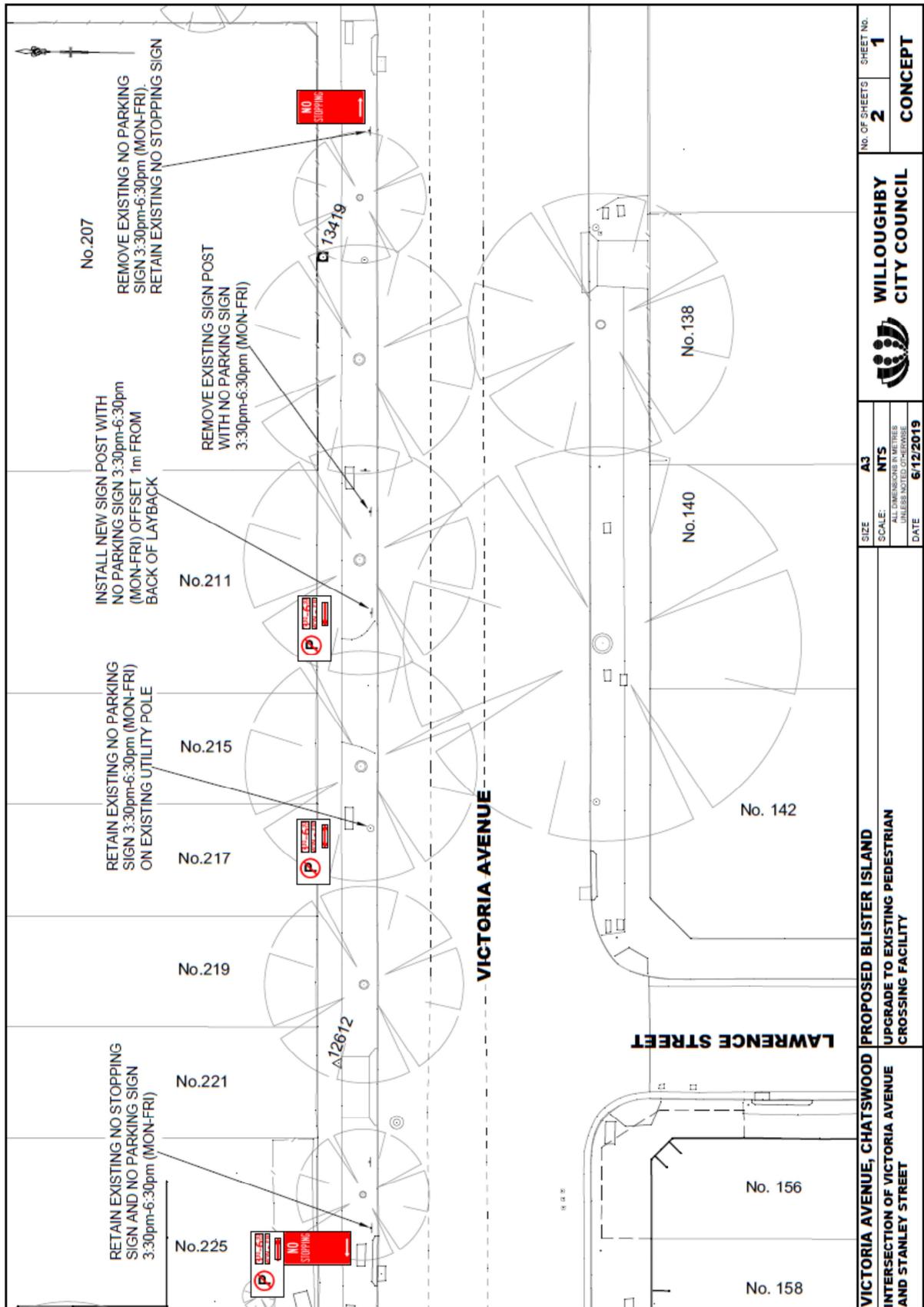
The Committee agreed with the Officer's recommendation with the following additional recommendations:

- Change the street parking restrictions in Victoria Avenue, north side of road, between Crick Street and Macquarie Street to remove 30 metres (approximately) of the existing weekday afternoon peak period (3.30 pm – 6.30 pm Monday to Friday) No Parking restrictions.
- Monitoring of the operation of the intersection including traffic flow along Victoria Avenue to be undertaken following the implementation of the changes to assess the change traffic performance, particularly during peak periods.

ATTACHMENT 1



ATTACHMENT 2



<p><b>WILLOUGHBY CITY COUNCIL</b></p> 		<p>NO. OF SHEETS <b>2</b></p>	<p>SHEET NO. <b>1</b></p>
<p>CONCEPT</p>			
<p>SIZE: <b>A3</b></p>	<p>SCALE: <b>NTS</b></p> <p><small>EXPRESSIONS, DIMENSIONS AND UNITS AS NOTED OTHERWISE</small></p>		
<p>DATE: <b>6/12/2019</b></p>			
<p><b>VICTORIA AVENUE, CHATSWOOD</b></p>		<p><b>PROPOSED BLISTER ISLAND</b></p>	
<p><b>INTERSECTION OF VICTORIA AVENUE AND STANLEY STREET</b></p>		<p><b>UPGRADE TO EXISTING PEDESTRIAN CROSSING FACILITY</b></p>	

**4.5 DELEGATED ITEMS REPORT - OCTOBER 2019**

<b>WARD:</b>	<b>ALL WARDS</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY – TRAFFIC AND TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>HASSAN YOUSAF – TRAFFIC ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>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</b>
<b>MEETING DATE:</b>	<b>23 OCTOBER 2019</b>

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**1. PURPOSE OF REPORT**

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

**2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION**

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

**3. LOCAL TRAFFIC COMMITTEE DISCUSSION**

Item 19/55 will be reviewed so that *Motor Bike Only* parking restrictions are installed.

**4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee agreed with the Officer's recommendation.

## 5 LATE ITEMS

### 5.1 RESERVE ROAD, ST LEONARDS BETWEEN PACIFIC HIGHWAY AND ROYAL NORTH SHORE HOSPITAL– RIGHT TURN BAY

<b>ATTACHMENTS:</b>	<b>1. CONCEPT DESIGN PLAN</b>
<b>WARD:</b>	<b>MIDDLE HARBOUR WARD</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>DANIEL SUI SENIOR TRANSPORT ENGINEER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>27 NOVEMBER 2019</b>

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#### 1. PURPOSE OF REPORT

To approve the implementation of a new right turn bay in Reserve Road, St Leonards between Pacific Highway and Royal North Shore Hospital.

#### 2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council:

- Approve the implementation of a new right turn bay in Reserve Road, northbound direction, into St Leonards Health Organisations Relocation development as outlined in ATTACHMENT 1.
- Note that two safe pedestrian crossing points with facilities and footpaths on the both sides exists of Reserve Road between Pacific Highway and the RNSH roundabout entrance. No new crossing points or improvements to the footpaths are considered necessary at this time.
- Note that the provision of additional seating along Reserve Road will be investigated.
- Note that the design of the new street lighting arrangement has been approved for construction by Council and Ausgrid.

#### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

The Committee considered a report on the traffic assessment and design of a new right turn bay in Reserve Road, northbound direction, into St Leonards Health Organisations Relocation development.

The Committee noted that the right turn bay will:

- Separate waiting right turning vehicles from northbound traffic heading toward the Royal North Shore Hospital.
- Provide a good level of performance.
- Will not reduce parking supply along the eastern side of Reserve Road.
- Work is consistent with DA conditions of consent.

Clr Saville requested investigation of three related issues in Reserve Road between Pacific Highway and Royal North Shore Hospital (RNSH). The following information outlines the issues and the current position:

### **1. Pedestrian crossing facilities and footpath**

There are two safe pedestrian crossing points with facilities along Reserve Road between Pacific Highway and the RNSH roundabout entrance. The two crossing facilities facilitate east-west crossing movements within 70m of the proposed new driveway and right hand turn bay.

- Pedestrian crossing facilities within the traffic control signals at the intersection of Pacific Highway and Reserve Road. These pedestrian facilities are located south of the proposed new driveway and right turn bay in Reserve Road;
- Pedestrian marked foot (zebra) crossing in Reserve Road just south of the roundabout at the entrance to RNSH. The marked foot crossing is north of the proposed new driveway and right hand turn bay.

No new crossing points are considered necessary at this time.

There is an existing footpath on the both sides of Reserve Road between Pacific Highway and the RNSH roundabout entrance. The footpaths support north-south pedestrian movements.

### **2. Additional new seats**

The provision of additional seating along Reserve Road will be investigated.

### **3. Street lighting**

The existing street light pole in the median island in Reserve Road will be removed as part of the proposal and be replaced with two new street lights on the eastern side of Reserve Road adjacent to the new development frontage.

The design of the new street lighting arrangement has been approved for construction by Council and Ausgrid.

### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee recommends Council:

- Approve the implementation of the new right turn bay as per the design shown in ATTACHMENT 1.
- Note that two safe pedestrian crossing points with facilities and footpaths on the both sides exists of Reserve Road between Pacific Highway and the RNSH roundabout

entrance. No new crossing points or improvements to the footpaths are considered necessary at this time.

- Note that the provision of additional seating along Reserve Road will be investigated.
- Note that the design of the new street lighting arrangement has been approved for construction by Council and Ausgrid.

## ATTACHMENT 1

Reference: 0696I03v1

25 November 2019

Multiplex Australasia  
Level 22, 135 King Street  
Sydney NSW 2000

Attention: Jade Nicholson; Design Manager

**RE: St Leonards Health Organisation Relocation, Reserve Road, St Leonards – Right Turn Bay Assessment for Consideration by Traffic Committee**

**asongroup**

ABN 81 168 423 872  
info@asongroup.com.au  
+61 2 9083 6801  
Suite 5.02, Level 5, 1 Castlereagh Street  
Sydney NSW 2000

Dear Jade,

Ason Group has been commissioned to undertake an assessment investigating the access option for the approved development for the St Leonards Health Organisations Relocation (SHOR) Project at Reserve Road, St Leonards. The Notice of Determination included a Condition of Consent (D21) requiring a right turn bay to be provided, which does not impede the northbound through lane (and therefore access to the Royal North Shore Hospital (RNSH)).

We have assessed the proposed right turn bay (Proposal) into the basement car park for the approved SHOR development from Reserve Road. The design of the right turn bay to satisfy this Condition has been developed in consultation with Willoughby City Council (Council); our findings are documented herewith.

### 1. Purpose of Assessment

To assess the appropriateness of the Proposal, in order to seek approval from Council's Traffic Committee. The Civil Engineering Drawings prepared by Warren Smith & Partners (WS&P) are provided at a reduced scale as **Attachment 1**.

### 2. Recommendations

Based on this assessment, it is our recommendation that Council approve the installation of a right turn bay, as per Attachment 1, to include:

- Construction of new 3.2m wide right turn bay from Reserve Road (northbound) into the SHOR development car park.
- Demolition of median strip on Reserve Road.
- Provision of 'Left Turn Only' signage at SHOR car park to ensure left out only.

### 3. Background

Ason Group was originally engaged by Health Infrastructure to prepare a Traffic Impact Assessment (TIA) in support of a State Significant Development Application (SSDA) for the SHOR Project at the RNSH. The TIA was submitted and subsequently approved as per the Development Consent dated 11 October 2017.

The Condition in question (Condition D21) states:

*Prior to final occupation of the building and subject to the agreement of the relevant road authority, a right-turn bay is to be provided on Reserve Road adjacent to the site entrance for vehicles entering the Subject Site....so that one unimpeded northbound through lane (to the hospital) is provided at all times.*

The Site is shown in its local context in **Figure 2**.



Figure 1: Site Location

#### 4. Discussion

##### Introduction

The Proposal relates to the the construction of a new 3.2m wide right turn bay to accommodate turning movements into the Site, consistent with the SSDA Condition. The design of the right turn bay has been developed with consideration for the Australian Standards. It is notable that the proposed width (3.2m) is compliant with these Standrds and has been endorsed by Council. The traffic impacts of the proposed access intersection into the SHOR development are detailed below.

##### Traffic Generation

The estimated traffic generation assessed within the TIA report (and therefore accepted and approved by the Department of Planning), was calculated by applying the trip generation rates outlined in:

- The rates provided within Roads & Maritime Services' (RMS) Guide to Traffic Generating Developments (RMS Guide) were adopted for the childcare centre land use, and
- The rates provided within the RMS Guide Updated Traffic Surveys (RMS Guide Update) were adopted for the commercial (office) land use.

In this regard, the approved forecast traffic generated by the SHOR development is presented in **Table 1**.

**Table 1: SHOR Trip Generation**

	Facility Component	Yield	Trip Rate (AM Peak)	Trip Rate (PM Peak)	Source	Trips (AM Peak)	Trips (PM Peak)
Existing					Surveys	33	40
Proposed	Office	96 spaces	0.32 trips per parking space	0.24 trips per parking space	RMS Guidance	31	23
	Childcare centre	100 children	0.8 trips per child	0.7 trips per child		80	70
					<b>Net Increase</b>	<b>78</b>	<b>53</b>

As shown in **Table 1**, the SHOR development is estimated to generate a net increase of 78 and 53 vehicle trips in the morning and afternoon peak hours respectively.

The traffic generated by the development has been distributed onto the surrounding road network having consideration for the travel patterns evident from the existing traffic flows, as well as the likely origins of employees, based on available Journey to Work (JTW) data. Of note, the traffic generation and distribution methodology are consistent with the approved SSDA assessment and informed the 'baseline' traffic flows detailed in the following section.

#### Right Turn Bay Assessment

The performance of the proposed right turn bay of the Reserve Road / SHOR Access intersection has been assessed using the SIDRA Intersection modelling platform. SIDRA modelling outputs provide various performance parameters, key of which are:

- **Average Vehicle Delay (AVD)** – The AVD (or average delay per vehicle in seconds) for intersections provides a measure of the operational performance of an intersection and is used to determine an intersection's Level of Service. For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is that for the movement with the highest AVD.
- **Level of Service (LoS)** – This is a comparative measure that provides an indication of the operating performance, based on AVD.
- **Queue** – the formation of delayed vehicles as a result of generated traffic.
- **Degree of Saturation (DoS)** – The ratio of arrival (demand) flow rate to capacity during a given flow period.

**Table 2** provides a summary of LoS criteria as recommended by RMS.



Table 2: RMS Level of Service Summary

Level of Service	Average Delay per Vehicle (secs)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

The performance of the Proposal is summarised in **Table 3**, which presents the SIDRA modelling results with respect to the approved traffic generation and distribution. The full results of this analysis are also provided as **Attachment 2**, for reference.

Table 3: Right-Turn Bay Performance

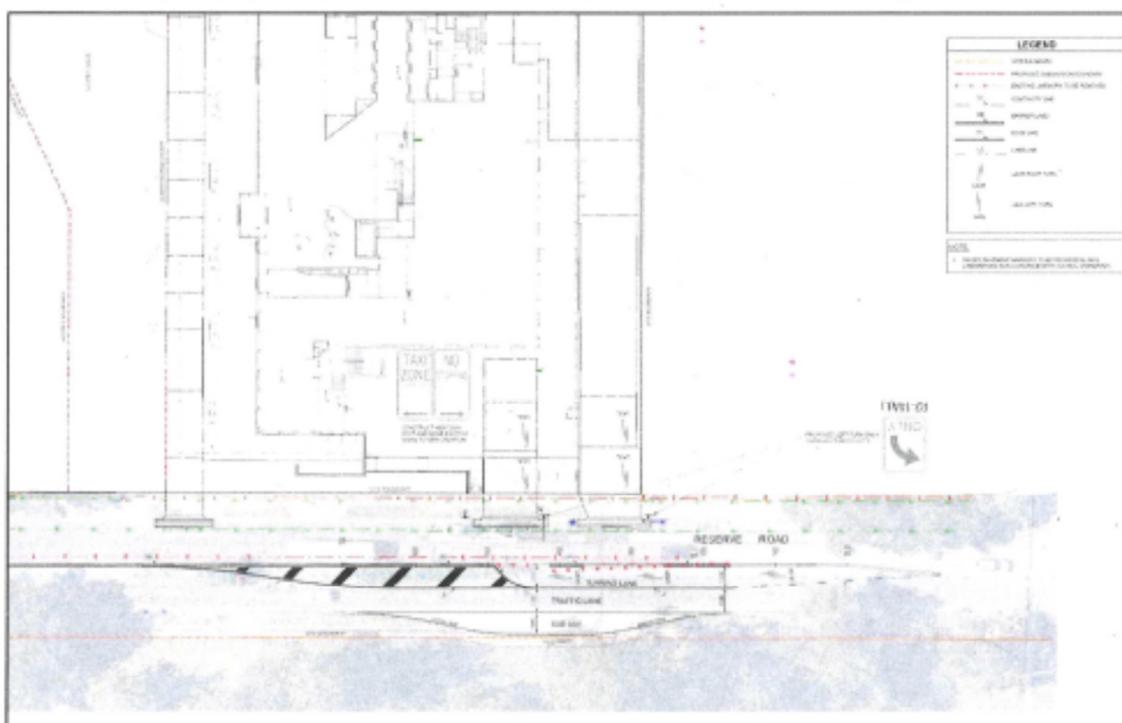
Approach	Turn	Peak Period	Degree of Saturation (DoS)	Average Vehicle Delay (AVD)	95% Back of Queue (BoQ)	Level of Service (LoS)
South: Reserve Road (with right turn bay)	Through	AM	0.132	0.0 sec	0.0 m	A
		PM	0.065	0.0 sec	0.0 m	A
	Right	AM	0.030	4.1 sec	0.7 m	A
		PM	0.008	4.8 sec	0.2 m	A
East: SHOR Driveway	Left	AM	0.037	2.8 sec	0.9 m	A
		PM	0.056	3.7 sec	1.4 m	A
	Right	AM	0.037	6.0 sec	0.9 m	A
		PM	0.056	6.6 sec	1.4 m	A
North: Reserve Road	Left	AM	0.006	3.4 sec	0.0 m	A
		PM	0.001	3.4 sec	0.0 m	A
	Through	AM	0.079	0.0 sec	0.0 m	A
		PM	0.169	0.0 sec	0.0 m	A



With reference to Table 3, the SIDRA modelling results demonstrate that the proposed access intersection would operate at good LoS (LoS A) with maximum 95<sup>th</sup> percentile queue lengths of 0.9m and 1.4m and maximum AVDs of 6.0 secs and 6.6 secs in the morning and afternoon peak hours.

With regard to the right turn bay, the 95<sup>th</sup> percentile queue lengths would be 0.7m and 0.2m long in the AM and PM peaks respectively. Noting the right turn bay would be some 25-30m long, queues would not extend beyond it and therefore, vehicles travelling northbound towards the RNSH, would be unimpeded.

The design (as presented in **Figure 2**) of the right turn bay is therefore able to accommodate the peak forecast traffic generated by the SHOR development as its capacity is more than capable of accommodating the projected queues. As such, the Proposal is supportable on traffic grounds.



**Figure 2: Right-Turn Bay Layout (Concept prepared by WS&P)**

## 5. Conclusions

Ason Group has undertaken a technical assessment of the proposed right turn bay concept to determine the suitability of its design to ensure that through northbound traffic to RNSH would not be impeded. The key findings of our assessment are as follows:

- The approved forecast traffic generation would result in a net increase of 78 trips and 53 trips in the AM and PM peak hours, respectively. These calculations are based on the rates outlined in the RMS Guide and RMS Guide Update and was accepted by the Minister of Planning, per the Traffic Impact Assessment report completed by Ason Group for the SHOR Project.
- The SIDRA modelling results indicated that the right turn bay operates at good Level of Service (LoS A) with 0.7m and 0.2m 95<sup>th</sup> percentile queueing in the AM and PM peak hours, respectively. The Proposal is therefore supported on traffic planning grounds and would not impede the northbound through traffic accessing the RNSH Precinct.



- The design of the right turn bay, provided by WS&P, has been developed in compliance with the Australian Standards. Notably, the proposed width of 3.2m, is acceptable by the Standards and has been discussed and agreed with Council.

It is therefore recommended that Council's Traffic Committee endorse the proposed access intersection (with a right turn bay) into the SHOR development site.

We trust this addresses your queries. Should you have any questions, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink that reads "R Madden".

Rebecca Butler-Madden  
Senior Transport Planner – Ason Group  
Email: [rebecca.bmadden@asongroup.com.au](mailto:rebecca.bmadden@asongroup.com.au)



## Attachment 1

WS&P Design Concept

# ST. LEONARDS HEALTH ORGANISATION RELOCATION GENERAL WORKS - RIGHT TURN BAY

## ISSUE FOR APPROVAL



LOCALITY AERIAL  
M178 SCALE

DWG. No.	Sheet List Title	DRAWING TITLE	ISSUE
CI-00	Arrangement and Overview Plans		
PD-CI-01	Cover Sheet		4
PD-CI-02	Specification Notes		1
PD-CI-03	General Arrangement Plan		2
PD-CI-04	Traffic Control Signage and Line Marking		4
CS-00	Subbase and Erosion Control		
PD-CS-01	Sediment Level Erosion Control Plan		2
PD-CS-02	Sediment and Erosion Control Details		1
CS-00	Stormwater Piping		
PD-CS-01	Placement Pits and Details		2
CS-00	Road Longitudinal and Cross Sections		
PD-CS-01	Road Longitudinal Section		1
PD-CS-02	Road Cross-Sections		1
PD-CS-03	Typical Cross-Sections		1

 <b>MULTIPLEX</b> HEALTH SERVICES	 Warren Smith & Partners Pty Ltd Level 9, 233 Castlereagh Street, Sydney 2000 NSW Australia G2 3229 1312 wsp@warrensmith.com.au www.warrensmith.com.au ABN 36 500 430 126	 <b>CONSULTING ENGINEERS</b> ■ Hydraulic Services ■ Fire Services ■ Civil Services ■ Sydney Water Accredited Water Servicing Co-ordinator and Designer		COVER SHEET No. 1 No. 2 No. 3 No. 4 No. 5 No. 6 No. 7 No. 8 No. 9 No. 10 No. 11 No. 12 No. 13 No. 14 No. 15 No. 16 No. 17 No. 18 No. 19 No. 20 No. 21 No. 22 No. 23 No. 24 No. 25 No. 26 No. 27 No. 28 No. 29 No. 30 No. 31 No. 32 No. 33 No. 34 No. 35 No. 36 No. 37 No. 38 No. 39 No. 40 No. 41 No. 42 No. 43 No. 44 No. 45 No. 46 No. 47 No. 48 No. 49 No. 50 No. 51 No. 52 No. 53 No. 54 No. 55 No. 56 No. 57 No. 58 No. 59 No. 60 No. 61 No. 62 No. 63 No. 64 No. 65 No. 66 No. 67 No. 68 No. 69 No. 70 No. 71 No. 72 No. 73 No. 74 No. 75 No. 76 No. 77 No. 78 No. 79 No. 80 No. 81 No. 82 No. 83 No. 84 No. 85 No. 86 No. 87 No. 88 No. 89 No. 90 No. 91 No. 92 No. 93 No. 94 No. 95 No. 96 No. 97 No. 98 No. 99 No. 100	5870000 PD-C.1.01 4 ISSUE FOR APPROVAL

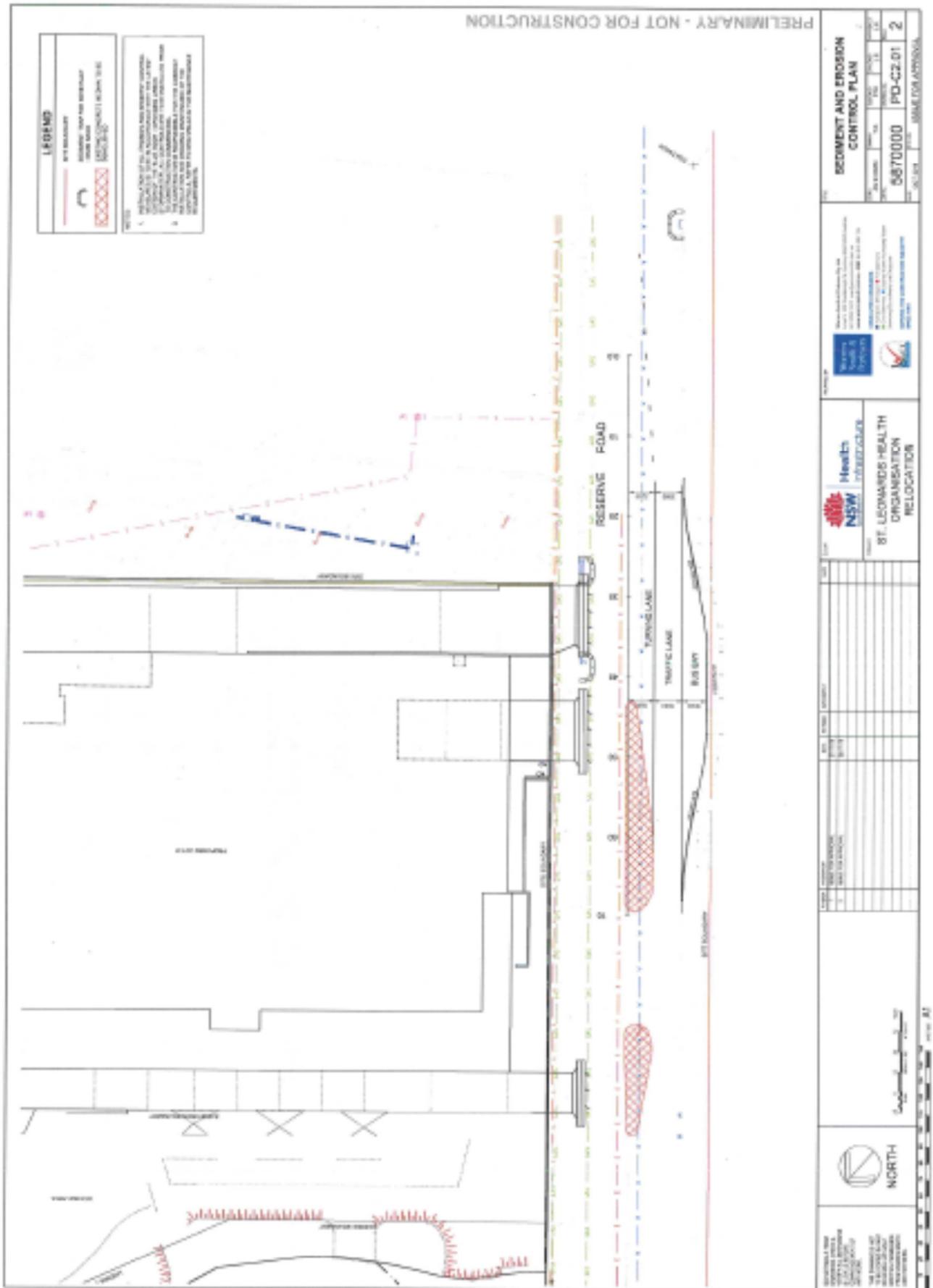
NO.	DESCRIPTION	REVISIONS	DATE	BY	REASON
001	GENERAL				
002	CONCRETE WORKS				
003	STORMWATER AND SEWER DRAINAGE				
004	STEELWORK				
005	MECHANICAL AND ELECTRICAL				
006	PAINTWORK				
007	GLASS AND GLAZING				
008	IRONING				
009	ROOFING				
010	MECHANICAL AND ELECTRICAL				
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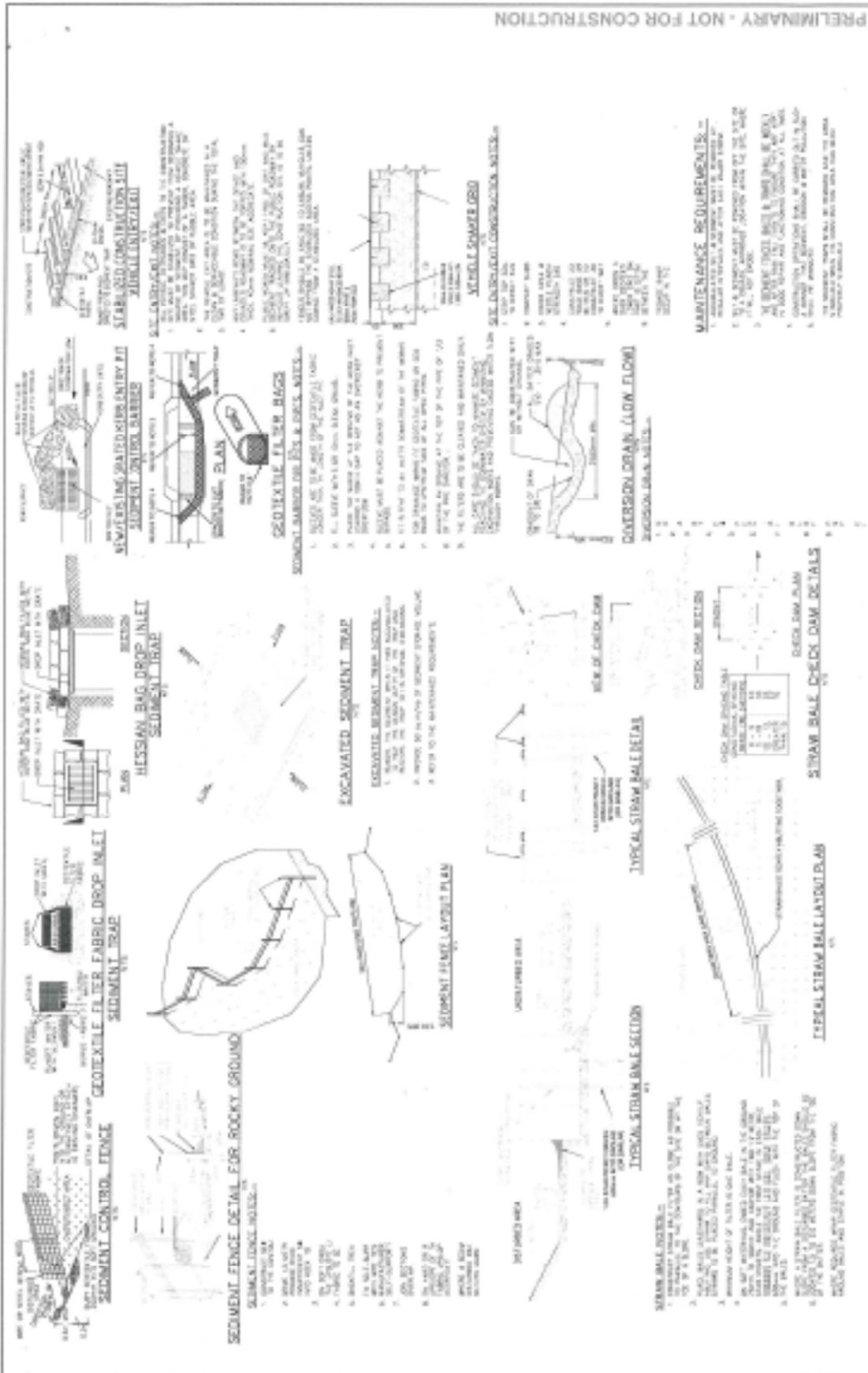
SPECIFICATION NOTES	
NO.	DESCRIPTION
5870000	PD-C1.02
1	1

PRELIMINARY - NOT FOR CONSTRUCTION









PRELIMINARY - NOT FOR CONSTRUCTION

**MAINTENANCE REQUIREMENTS**

1. CHECK FOR BLOCKAGES
2. REMOVE DEBRIS
3. REPAIR DAMAGED AREAS
4. REPAIR CRACKS
5. REPAIR WEAR AREAS
6. REPAIR EROSION AREAS
7. REPAIR SETTLED AREAS
8. REPAIR SLIPPED AREAS
9. REPAIR TIPPED AREAS
10. REPAIR BURST AREAS

SEDIMENT AND EROSION CONTROL DETAILS	
NO.	REVISION
1	ISSUE FOR APPROVAL

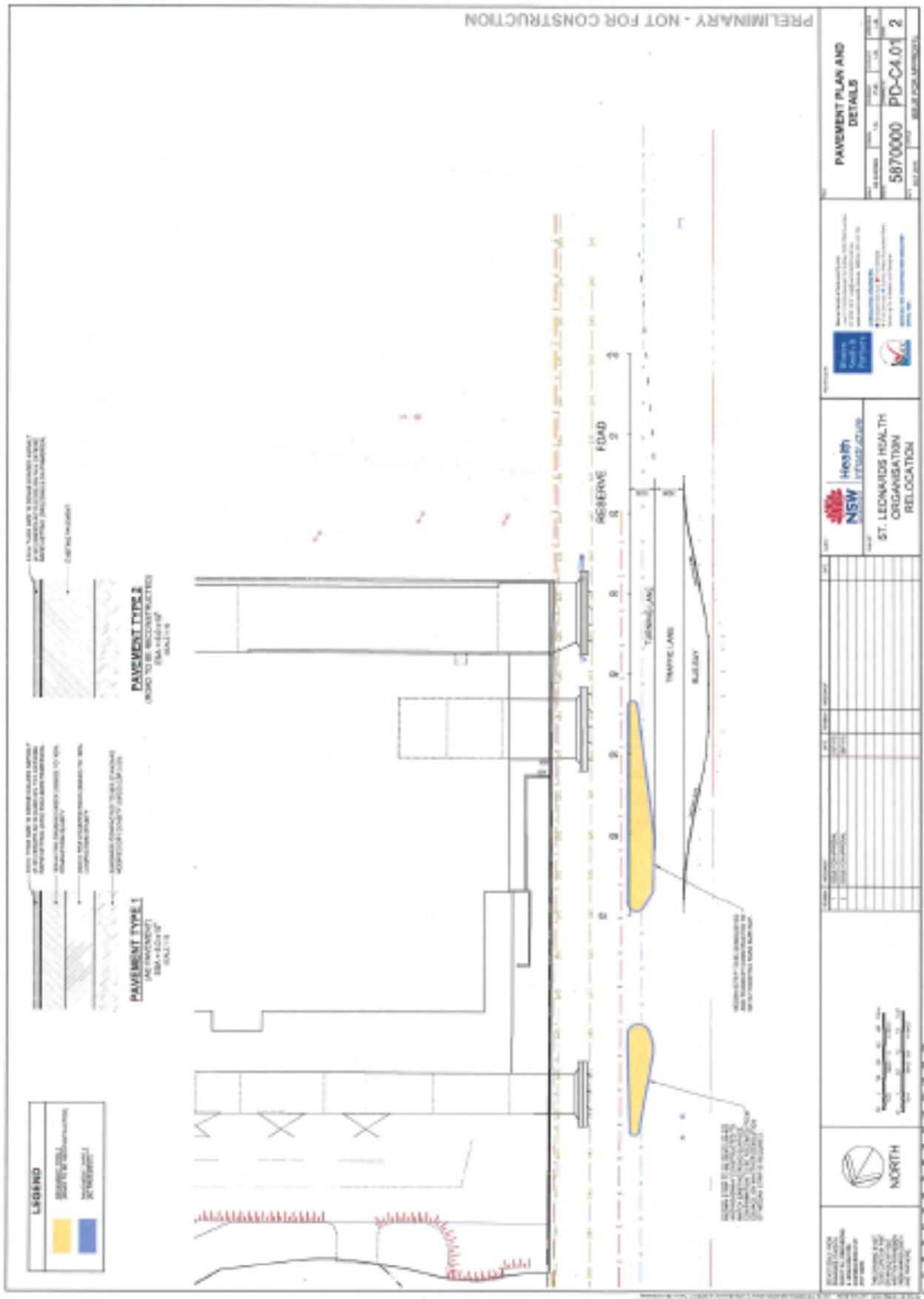
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DATE	10/01/19
SCALE	AS SHOWN
PROJECT NAME	ST. LEONARDS HEALTH ORGANISATION RELOCATION
CLIENT	ST. LEONARDS HEALTH ORGANISATION
DESIGNER	ST. LEONARDS HEALTH ORGANISATION
APPROVED BY	[Signature]
DATE	10/01/19

DESIGNED BY	[Name]
CHECKED BY	[Name]
DATE	10/01/19

PROJECT NO.	5870000
DATE	10/01/19
SCALE	AS SHOWN
PROJECT NAME	ST. LEONARDS HEALTH ORGANISATION RELOCATION
CLIENT	ST. LEONARDS HEALTH ORGANISATION
DESIGNER	ST. LEONARDS HEALTH ORGANISATION
APPROVED BY	[Signature]
DATE	10/01/19











## Attachment 2

### SIDRA Modelling Results

## MOVEMENT SUMMARY

Site: [Reserve Road / Driveway AM - Right Turn Bay]

Reserve Road / Driveway

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows Total veh/h	HV %	Req. Sam s/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Reserve Road													
2	T1	265	3.2	0.132	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0	
3	R2	37	0.0	0.030	4.1	LOS A	0.1	0.7	0.20	0.48	0.20	25.4	
Approach		302	2.8	0.132	0.5	NA	0.1	0.7	0.02	0.06	0.02	38.6	
East: Development Driveway													
4	L2	29	0.0	0.037	2.8	LOS A	0.1	0.9	0.27	0.47	0.27	30.2	
6	R2	6	0.0	0.037	6.0	LOS A	0.1	0.9	0.27	0.47	0.27	32.7	
Approach		36	0.0	0.037	3.4	LOS A	0.1	0.9	0.27	0.47	0.27	30.8	
North: Reserve Road													
7	L2	11	0.0	0.006	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.4	
8	T1	146	5.8	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0	
Approach		157	5.4	0.079	0.2	NA	0.0	0.0	0.00	0.00	0.00	38.4	
All Vehicles		466	3.4	0.132	0.6	NA	0.1	0.9	0.03	0.08	0.03	38.5	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Aeppli M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

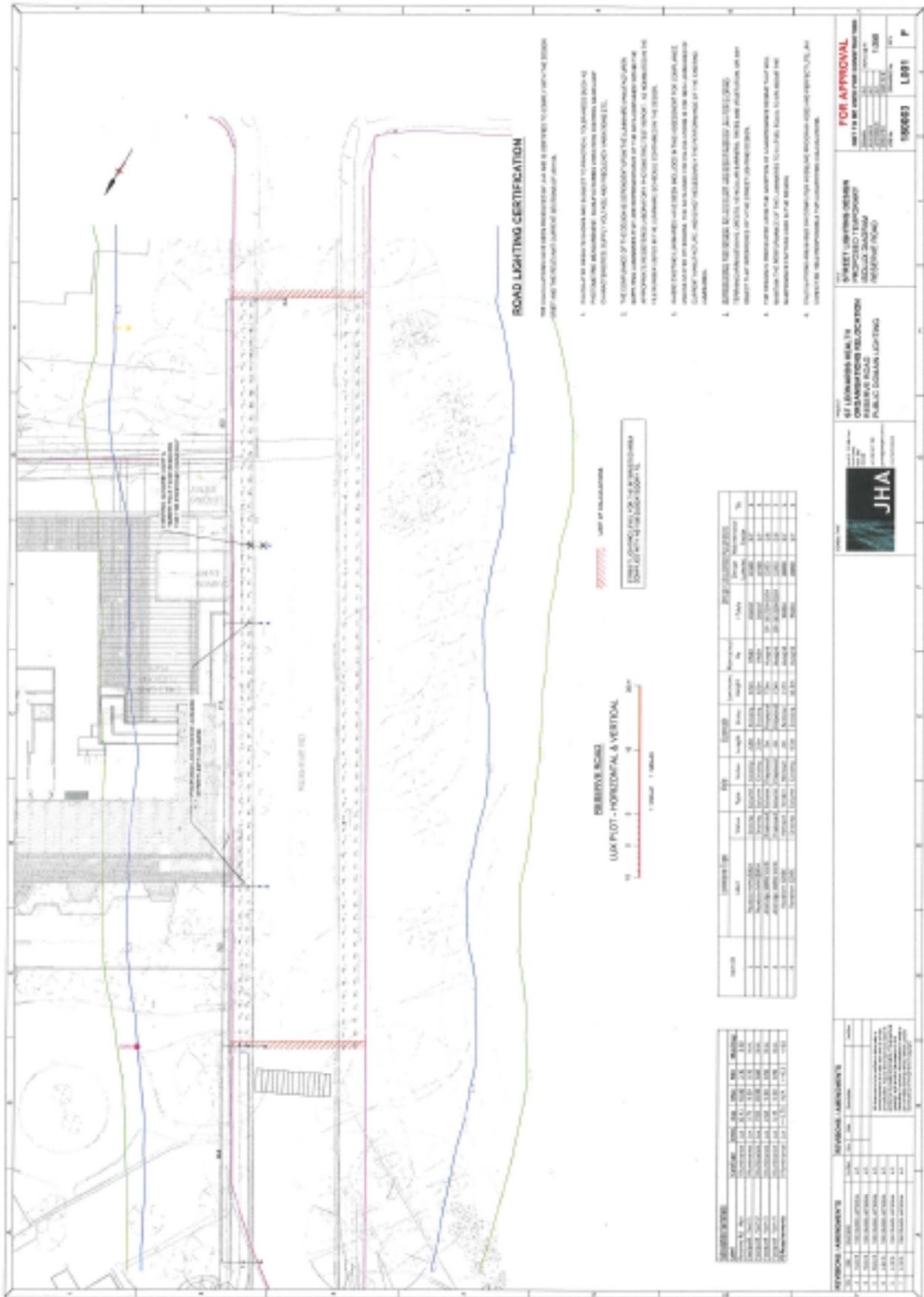
### MOVEMENT SUMMARY

Site: [Reserve Road / Driveway PM - Right Turn Bay]

Reserve Road / Driveway  
 Site Category: (None)  
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Dep. Satn wt	Average Delay sec	Level of Service	50% Back of Queue Vehicles w/h	Distance m	Prop. Queued	Effctive Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Reserve Road												
2	T1	132	3.2	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
3	R2	8	0.0	0.008	4.8	LOS A	0.0	0.2	0.29	0.50	0.29	24.4
Approach		140	3.0	0.065	0.3	NA	0.0	0.2	0.02	0.08	0.02	39.3
East: Development Driveway												
4	L2	36	0.0	0.056	3.7	LOS A	0.2	1.4	0.41	0.55	0.41	28.2
6	R2	9	0.0	0.056	6.8	LOS A	0.2	1.4	0.41	0.55	0.41	31.2
Approach		45	0.0	0.056	4.3	LOS A	0.2	1.4	0.41	0.55	0.41	29.0
North: Reserve Road												
7	L2	2	0.0	0.001	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.4
8	T1	319	6.8	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
Approach		321	2.6	0.108	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.9
All Vehicles		506	2.5	0.108	0.5	NA	0.2	1.4	0.04	0.05	0.04	30.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Vehicle movement LOS values are based on average delay per movement.  
 Minor Road Approach LOS values are based on average delay for all vehicle movements.  
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.  
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.  
 Gap-Acceptance Capacity: SIDRA Standard (Akapik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



## 6 INFORMAL ITEMS

NIL

## 7 GENERAL BUSINESS

### 7.1 DISABLED CAR PARKING IN THE VICINITY OF ROYAL NORTH SHORE HOSPITAL

<b>WARD:</b>	<b>NAREMBURN WARDS</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION</b> <b>3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>27 NOVEMBER 2019</b>

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#### 1. PURPOSE OF REPORT

To note that the disabled car parking in the vicinity of Royal North Shore Hospital is:

- Located in car parking areas under the responsibility of Council and Royal North Shore Hospital; and
- Designed and installed to meet the current relevant Australian standard

#### 2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION

**That Council note that disabled car parking in the vicinity of Royal North Shore Hospital is:**

- **The responsibility of Council and Royal North Shore Hospital in the public and private roads and car parks under each agencies care and control.**
- **Designed and installed by each agency to comply with the then relevant Australian standard.**

#### 3. LOCAL TRAFFIC COMMITTEE DISCUSSION

Councillor Saville outlined that the disabled car parking spaces in the vicinity of Royal North Shore Hospital (RNSH) are well utilised. Cllr Saville raised concerns that the design and installation of disabled car parking spaces may lead to poor utilisation or incorrect use by visitors to the RNSH.

The Committee was informed that disabled car parking spaces are located in public car parking areas under the responsibility of Council and in private car parking areas under the responsibility of RNSH. It was understood that the disabled car parking spaces in both the public and private car parking areas were designed and installed including signposting, line marking and pavement marking by each agency to comply with the relevant Australian standard at that time.

It is noted that the Australian Standards may be updated from time to time and the decision to upgrade the car parking facility on site is a matter for each agency. It is not mandatory for an agency to immediately upgrade the design and installation of a facility if a standard is changed.

It is also noted that motor car drivers with disabled permits can legally parking in time restricted and ticket parking spaces with their permit displayed without having to comply with the time constraints on the parking signs.

Council has proposed signposting improvements for the disabled car parking to the operator of the RNSH private car park (P2) which may improve recognition and utilisation of the disabled car parking in the car park.

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee recommend Council note that disabled car parking in the vicinity of Royal North Shore Hospital is the responsibility of Council and Royal North Shore Hospital and that the signposting, line marking and pavement marking aligns with the relevant standards.

## **7.2 PACIFIC HIGHWAY, FULLERS ROAD AND HELP STREET, CHATSWOOD – INSTALLATION OF NEW ELECTRONIC CHANGEABLE MESSAGE SIGNS TO SUPPORT THE TIDAL FLOW SYSTEM**

<b>WARD:</b>	<b>WEST WARDS</b>
<b>RESPONSIBLE OFFICER:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>AUTHOR:</b>	<b>GORDON FARRELLY - TRAFFIC &amp; TRANSPORT TEAM LEADER</b>
<b>CITY STRATEGY OUTCOME:</b>	<b>2.4 – REDUCE PARKING AND TRAFFIC CONGESTION 3.1 – FOSTER FEELINGS OF SAFETY, SECURITY AND CLEANLINESS</b>
<b>MEETING DATE:</b>	<b>27 NOVEMBER 2019</b>

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### **1. PURPOSE OF REPORT**

To note that Roads and Maritime Services is replacing the existing static and manual lane use guide signs with electronic Changeable Message Signs (CMS) in the following locations:

- Pacific Highway between Sutherland Street and Fullers Road
- Fullers Road at Pacific Highway
- Help Street between Pacific Highway and Railway Street.

### **2. LOCAL TRAFFIC COMMITTEE RECOMMENDATION**

**That Council note that Roads and Maritime Services is replacing the existing static and manual lane use guide signs with electronic Changeable Message Signs in Pacific Highway, Fullers Road and Help Street, Chatswood.**

### **3. LOCAL TRAFFIC COMMITTEE DISCUSSION**

Councillor Saville requested advice on an issue raised by a resident relating to installation of new posts for what appears to be large traffic signs along Pacific Highway. Pacific Highway is a State Road and RMS is the agency responsible for the management of traffic infrastructure on State Roads.

RMS informed the Committee that a tidal flow system operates in the following streets

- Pacific Highway between Sutherland Street and Fullers Road
- Fullers Road at Pacific Highway
- Help Street between Pacific Highway and Railway Street.

Existing static and manual lane guide signs are in place and require persons to change the messages on the signs at different times of the week and day. The signs are placed in important locations to maximise driver understanding of the operation of the lanes, permitted direction of traffic flow and permissible movements in the tidal flow system at all times.

RMS is upgrading the existing static and manual lane use guide signs with electronic changeable message signs to improve the safety and operation of the tidal flow system. A changeable message sign is a rotating prism tri-vision sign that can show different lane guidance messages on the one sign. The new signs will have a similar sign face area to the existing static signs.

RMS is also proposing to remove all static signs as part of the project.

RMS informed the Committee that posts for CMS have been installed however the installation of the signs have been delayed due delays with the power connection. RMS is targeting installation of the signs installed before end December 2019.

#### **4. LOCAL TRAFFIC COMMITTEE CONCLUSION**

The Committee recommend Council note the RMS works to upgrade the tidal flow systems in Pacific Highway, Fullers Road and Help Street, Chatswood to support its safe and efficient operation at all times.