



**KU-RING-GAI TRAFFIC COMMITTEE
TO BE HELD ON FRIDAY, 18 MAY 2018 AT 9.00AM
ANTE ROOM - LEVEL 3**

AGENDA

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NOTE: For Full Details, See Council's Website –
www.kmc.nsw.gov.au under the link to business papers

APOLOGIES

DECLARATIONS OF INTEREST

CONFIRMATION OF MINUTES

Minutes of Ku-ring-gai Traffic Committee

File: CY00022/9
Meeting held 20 November 2017
Minutes numbered KTC01 to KTC04

GENERAL BUSINESS

GB.1 General Matter - Resident Permit Parking

File: S04515

To consider the feasibility of introducing resident permit parking throughout the Ku-ring-gai Council LGA.

Recommendation:

That Council engage independent consultants to undertake a study to determine the feasibility of introducing resident permit parking in Ku-ring-gai.

GB.2 **General Matter - South Warrawee Traffic Issues**

File: TM12/10

Ward: Comenarra
Electorate: Ku-ring-gai

To inform the Committee of traffic issues in the south Warrawee area, actions taken to date and responses to suggestions that have been put forward by residents.

Recommendation:

That the Committee note the report.

GB.3 **The Comenarra Parkway, Wahroonga**

File: TM11/10

Ward: Wahroonga
Electorate: Ku-ring-gai

To consider the feasibility of constructing a roundabout at the intersection of The Comenarra Parkway and Browns Road, Wahroonga.

Recommendation:

That a roundabout not be constructed at the intersection of The Comenarra Parkway and Browns Road, Wahroonga.

GB.4 **Lucinda Avenue, Wahroonga**

File: TM11/10

Ward: Comenarra
Electorate: Ku-ring-gai

To inform the Traffic Committee of an issue at the intersection of Lucinda Avenue and the Pacific Highway, Wahroonga, actions taken to date and proposed further action.

Recommendation:

Rubber flaps or flexible bollards should be installed along the two unbroken lane lines separating westbound traffic on the Pacific Highway. Additional direction signs should be installed to indicate that the desired path from Lucinda Avenue to the M1 Motorway is via Pennant Hills Road.

GB.5 **The Chase Road, Turramurra**

File: TM10/10

Ward: Wahroonga
Electorate: Ku-ring-gai

Provide greater safety for pedestrians on The Chase Road, Turramurra.

Recommendation:

That no further traffic calming measures be considered in The Chase Road at its western end, and a footpath along the northern side of The Chase Road be added to Council's footpath priority list..

GB.6 **Turuga Street, Turramurra**

File: TM10/10

Ward: Wahroonga
Electorate: Ku-ring-gai

To consider the installation of '4P 8.30am-6pm Mon-Fri' restrictions.

Recommendation:

That '4P 8.30am-6pm Mon-Fri' be installed along part of Turuga Street.

GB.7 **Cowan Road, St Ives**

File: TM9/10

Ward: St Ives
Electorate: Davidson

To consider whether the installation of a 'No Parking' zone outside No. 50 Cowan Road, St Ives, in order to improve the visibility of approaching traffic when exiting the property, could or should be approved as an acceptable departure from Council's 'Traffic and Transport Policy'.

Recommendation:

That the Committee advise Council as to whether the signposting of parking restrictions outside of No. 50 Cowan Road, in order to improve traffic visibility when exiting the property, could or should be approved as an acceptable departure from Council's 'Traffic and Transport Policy'.

GB.8 **Horace Street, Link Road and Stanley Street, St Ives**

File: TM9/10

Ward: St Ives

Electorate: Davidson

To advise on progress in addressing complaints about pedestrian safety at and near the intersection of Horace Street, Link Road and Stanley Street, St Ives.

Recommendation:

That progress in this matter be noted.

GENERAL DISCUSSION

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GENERAL MATTER - RESIDENT PERMIT PARKING

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To consider the feasibility of introducing resident permit parking throughout the Ku-ring-gai Council LGA.
BACKGROUND:	It is current Council's Traffic and Transport policy that resident permit parking schemes not be introduced into Ku-ring-gai.
COMMENTS:	The vast majority of properties within Ku-ring-gai would not be eligible for resident parking permits according to the requirements of the Roads & Maritime Services (RMS) 'Permit Parking Guidelines'.
RECOMMENDATION:	That Council engage independent consultants to undertake a study to determine the feasibility of introducing resident permit parking in Ku-ring-gai.

PURPOSE OF REPORT

To consider the feasibility of introducing resident permit parking throughout the Ku-ring-gai Council LGA.

BACKGROUND

Council receives occasional requests for resident permit parking schemes to be introduced on local roads, particularly near rail stations.

At present there are no resident permit parking schemes within the Ku-ring-gai Council area. This is mainly because very few residences would meet the eligibility criteria for resident permits, according to the RMS Permit Parking Guidelines.

According to Council's 'Traffic & Transport Policy' 2015;

That unless Roads and Maritime Services eligibility criteria change, resident parking schemes not be introduced into Ku-ring-gai.

COMMENTS

Resident permit parking schemes are a form of permit parking used by many inner-metropolitan Councils with older dense development, including North Sydney and Willoughby. On-street parking can be in high demand, and properties are too small to accommodate vehicles on-site. In such areas, residents do not have access to sufficient off-street parking.

It is important to note that the schemes in these Council areas have been implemented in accordance with the RMS Permit Parking guidelines.

RMS guidelines for resident permit parking schemes allow for a maximum of two resident parking permits per household, reducing by one permit for each available on-street parking space. Most single dwelling properties in Ku-ring-gai have sufficient space on-site to provide for parking for more than one vehicle, and therefore few areas in Ku-ring-gai qualify for such schemes. It should be noted that any on-site tandem parking arrangement is counted as 2 parking spaces.

Higher density developments, including residential developments must comply with the requirements of the Ku-ring-gai LEP (Local Centres) 2012 or Council's *Car Parking Code* to provide for on-site resident and visitor parking requirements. These developments are assumed by Council to provide adequately for the needs of their residents. Council is therefore not obliged to provide additional on-street parking for residents of those developments and will not issue parking permits to such residents.

Some Sydney Councils which have resident permit parking schemes, such as Willoughby, have introduced a policy of not providing permits for multi-unit residential developments constructed after a certain date. This is for the reasons outlined in the previous paragraph.

Council and State Government agencies aim to encourage greater use of public transport and other alternate transport means, in order to reduce dependency on private car use. While

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necessary in inner metropolitan areas, and near larger CBD's, resident parking schemes in less densely populated areas such as Ku-ring-gai would encourage increased car ownership and provide little incentive for people to use alternate forms of transport. Given the congestion on roads within Ku-ring-gai, this is not considered to be a sustainable practice.

There are three train stations (Gordon, Killara and Lindfield), which are listed by the RMS as nominated train stations with commuter parking. This means that any changes to parking restrictions within 1km of these train stations cannot be considered by the Ku-ring-gai Traffic Committee without the prior approval of the RMS. It is unlikely that the RMS would approve resident permit parking schemes within 1 km of these three stations, as it would discourage some commuters from using public transport.

It is the view of Council's Traffic Engineers that it would not be feasible to introduce resident permit parking schemes within Ku-ring-gai Council LGA. However, in the interests of transparency, it is recommended that Council engage independent consultants to carry out a study to determine the feasibility of introducing resident parking schemes in Ku-ring-gai.

GOVERNANCE MATTERS

Managing resident permit parking schemes is a particularly time consuming task for Council staff. Problems can occur when residents move out of a property, and the new residents are unable to get a permit until the previous permit holder's permit has been cancelled. In some Council areas which have resident permit parking schemes, residents have long moved out of a residence in the area, but have still managed to continue to receive permits.

Regular audits would need to be carried out to ensure that the holders of the permits are actually eligible for them.

FINANCIAL CONSIDERATIONS

Although resident permit parking schemes provide a small amount of revenue to Council, this is more than offset by the administrative costs of operating such schemes. New permits have to be printed and distributed every 12 months, and new requests for permits need to be assessed for eligibility by Council staff. These assessments would usually require a site visit by Council staff to check the availability of on-site parking at the address.

COMMUNITY CONSULTATION

There has been no community consultation about resident parking schemes at this stage. If resident parking schemes were to be proposed at some stage, then affected residents would be consulted for their views.

SUMMARY

The vast majority of residences within Ku-ring-gai would not be eligible for resident parking schemes, according to the RMS Permit Parking Guidelines. Therefore it would be difficult to justify the introduction of resident permit parking schemes in Ku-ring-gai.

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However in the interests of transparency, it is recommended that Council engage an independent consultant to carry out a study to determine the feasibility of introducing resident permit parking schemes within Ku-ring-gai.

RECOMMENDATION:

That Council engage an independent consultant to undertake a study to determine the feasibility of introducing resident permit parking schemes in Ku-ring-gai.

Deva Thevaraja
Manager Traffic & Transport

George Bounassif
Director Operations

GENERAL MATTER - SOUTH WARRAWEE TRAFFIC ISSUES

Ward: Comenarra
Electorate: Ku-ring-gai

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To inform the Committee of traffic issues in the south Warrawee area, actions taken to date and responses to suggestions that have been put forward by residents.

BACKGROUND:

Traffic congestion on the A1 Pacific Highway has led to the use of residential streets as a 'rat run' between Kissing Point Road, Turramurra and Fox Valley Road, Wahroonga. A local resident has made several suggestions to address issues arising from the 'rat run' traffic speeds and volumes.

COMMENTS:

Most of the resident's suggestions are not supported. However, one suggestion has already been implemented and there is a case for detailed assessment of traffic speeds and speed reduction measures in Roland Avenue.

RECOMMENDATION:

That the Committee note the report.

PURPOSE OF REPORT

To inform the Committee of traffic issues in the south Warrawee area, actions taken to date and responses to suggestions that have been put forward by residents.

BACKGROUND

Attachment 1 shows in red a peak-period 'rat run' between Kissing Point Road, Turramurra and Fox Valley Road, Wahroonga that has developed in recent years. Drivers use this route primarily to avoid traffic congestion on the Pacific Highway, particularly in the evening peak period.

The 'rat run' follows suburban residential streets that have serious deficiencies leading to safety risks. Starting from the Kissing Point Road end, the route follows:

- Monteith Street (16 per cent gradient);
- Montrose Street (carrying two-way traffic but only 6.5 metres wide);
- Rothwell Road between Montrose Street and Finlay Road (25 per cent gradient);
- Rothwell Road between Finlay Road and Roland Avenue (partly dual carriageway, with the upper carriageway carrying two-way traffic but only 4.5 metres wide); and
- Roland Avenue (only 7 metres wide south of the bend and crest near Mildred Street; only 8 metres wide north of the bend/crest).

Traffic volumes in Monteith Street, near Kissing Point Road, increased by six per cent between 2013 and 2016, to around 2,400 vehicles per day. By contrast, traffic volumes in Roland Avenue near Fox Valley Road have been stable, at around 2,990 vehicles per day in 2011 and 2016.

The 85th percentile traffic speed at the bottom of the hill in Monteith Street, north-west of Kissing Point Road, has consistently trended down from 60 km/h in 1996 to 54 km/h in 2016.

On the northern part of Roland Avenue, between its bend and its junction with Fox Valley Road, traffic speeds have trended down in both directions, but are significantly above the 50 km/h speed limit.

In the northbound direction (towards Fox Valley Road), the 85th percentile speed has dropped from 67 km/h in 2001 to 61 km/h in 2016. In the southbound direction (away from Fox Valley Road), the 85th percentile speed has dropped from 69 km/h in 2001 to 63 km/h in 2016.

There is no long-term speed data for the southern part of Roland Avenue, between the bend and Rothwell Road.

Along the 'rat run' route there have been twelve reported crashes in the thirteen years since 2005. Seven of these were single vehicles running off the road. Two involved a failure to give way at a T-intersection and two were head-on crashes – one on the bend in Roland Avenue and one at the intersection of Rothwell Avenue and Finlay Road. The other was a runaway parked vehicle. Two of the crashes involved a vehicle going down the 25 per cent gradient in Rothwell Road from Finlay Road and unable to make the left turn into Montrose Street.

COMMENTS

A local resident has put forward several suggestions to address the issue of 'rat run' traffic speeds and volumes.

1. The first suggestion is to permanently close Rothwell Road at Finlay Road, marked 'A' on the attached map.

This suggestion is not supported. The closure of Rothwell Road at this point would severely restrict local residents in their daily local travel, in particular reducing access to the Turramurra commercial centre, Turramurra and Warrawee railway stations, Turramurra and Warrawee Public Schools and Turramurra High School.

The closure of Rothwell Road at point 'A' would also require all delivery vehicles serving residents on the steep hill between Montrose Street and Finlay Avenue to make a three-point turn on a 25 per cent gradient, with a potential risk of overturning.

In view of these considerations, Council is unwilling to ask Roads & Maritime Services (RMS) to authorise the closure of Rothwell Road at Roland Avenue.

2. The second suggestion is to install speed humps, chicanes or speed cameras on Roland Avenue, presumably between the points marked 'B' on the attached map.

It is Council's policy that no new speed humps be installed, except as part of pedestrian (wombat) crossings near schools, and Council has no authority to install or operate fixed or mobile speed cameras.

Chicanes in this area could be effective, but would reduce on-street parking, could potentially conflict with the large number of driveways to battle-axe allotments along Roland Avenue and could hinder the passage of Route 573 buses and Route 8070 school buses.

For these reasons this suggestion is not supported at this stage. However, because of the high speeds measured on Roland Avenue north of the bend, and the lack of speed data for Roland Avenue south of the bend, Council will investigate the traffic speeds in detail in both sections of Roland Avenue and assess options for speed reduction.

3. The third suggestion is to install rumble bars on the double dividing lines on the bend in Roland Avenue, at the point marked 'C' on the attached map.

This has already been authorised under TDA 2/18. A work order to install the rumble bars was issued to a contractor on 4 April 2018.

4. The fourth suggestion was to install 'Stop' signs on all the roads intersecting with Roland Avenue: Mildred Street, Berilda Street, Monteith Street and Rothwell Road. These intersections are marked 'D' on the attached map.

Drivers turning out of these streets into Roland Avenue are required to slow and (if necessary) stop to avoid collision with a vehicle in Roland Avenue. Under Australian Standard AS1742.2, as adopted by Roads & Maritime Services, a 'Stop' sign may only be used where there are inadequate sight lines. Sight lines in these cases are more than the 30 metres required by the Standard.

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Under the Standard, 'Stop' signs are intended to allocate priority at an intersection. They are not intended to be a means of controlling traffic speeds. For these reasons this suggestion is not supported.

5. The fifth suggestion is to make a section of Rothwell Road one way traffic from Roland Avenue to Findlay Road.

This is primarily the 4.5 metre-wide two-way upper carriageway. (The lower carriageway does not extend to Roland Avenue).

Despite its narrow width, no crashes on the upper carriageway have been reported in the 21 years since 1996. There also appear to be no formal complaints in Council's records management system about safety risks in the upper carriageway due to its width.

On this basis, the suggestion is not supported. Nevertheless, Council is aware of the need to regularly trim vegetation that intrudes into the upper carriageway, so that it is not further narrowed.

Council is also aware of the need for drivers to approach the upper carriageway at low speed. To this end Council proposed in 2017 (under TDA169/17) to install a 'slow' point at the eastern end of the upper carriageway. This proposal was not supported by RMS and has been abandoned.

SUMMARY

A local resident has made several suggestions to address traffic issues along the south Warrawee 'rat run' between Kissing Point Road and Fox Valley Road. Most of the resident's suggestions are not supported. However, one suggestion has already been implemented and there is a case for detailed assessment of traffic speeds and speed reduction measures in Roland Avenue.

RECOMMENDATION:

- A. That Council not support the closure of Rothwell Road at Roland Avenue.
- B. That Council investigate traffic speeds in Roland Avenue in the straight section, south of Fox valley Road, and recommend appropriate measures, if required.
- C. That Council note that rumble bars have already been approved on the bend in Roland Avenue, north of Mildred Street.
- D. That Council not support the introduction of 'Stop' controls at the intersections of Roland Avenue at Mildred Street/Berilda Avenue/Monteith Street/Rothwell Road.
- E. That Council not support the introduction of one-way traffic flow in Rothwell Road between Roland Avenue and Finlay Road.
- F. That Mr Francis Ricketts of Warrawee be informed of Council's decision.

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Deva Thevaraja
Manager Traffic & Transport

George Bounassif
Director Operations

Attachments: A1  [Plan of 'rat run'](#) 2018/125013

THE COMENARRA PARKWAY, WAHROONGA

Ward: Wahroonga
Electorate: Ku-ring-gai

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider the feasibility of constructing a roundabout at the intersection of The Comenarra Parkway and Browns Road, Wahroonga.

BACKGROUND:

The State Member for Ku-ring-gai has received representations from a resident of Browns Road regarding concerns about the intersection of The Comenarra Parkway and Browns Road. The resident has requested that a roundabout be constructed at the intersection to slow traffic, and allow better egress from Browns Road.

COMMENTS:

A roundabout is not considered to be feasible at the intersection, as traffic would regularly queue through the roundabout during peak periods.

RECOMMENDATION:

That a roundabout not be constructed at the intersection of The Comenarra Parkway and Browns Road, Wahroonga.

PURPOSE OF REPORT

To consider the feasibility of constructing a roundabout at the intersection of The Comenarra Parkway and Browns Road, Wahroonga.

BACKGROUND

The State Member for Ku-ring-gai has received representations from a resident of Browns Road regarding concerns about the intersection of The Comenarra Parkway and Browns Road. The resident has requested that a roundabout be constructed at the intersection to slow traffic, and allow better egress from Browns Road.

The intersection of The Comenarra Parkway and Browns Road has an unusual configuration. There is a straight exit only lane for westbound motorists on The Comenarra Parkway to enter Browns Road. In 2017 a Give Way sign and lines were installed on this exit to slow traffic entering Browns Road.

There is also a more conventional T-junction layout for motorists turning right into Browns Road, and for motorists exiting Browns Road.

During morning peak periods, eastbound traffic on The Comenarra Parkway will frequently queue back from Fox Valley Road beyond the intersection with Browns Road. These queues frequently extend well into Thornleigh. In the evening peak period, westbound traffic on The Comenarra Parkway often queues back from Pennant Hills Road beyond the intersection with Browns Road.

When vehicles are queued through the intersection, it prevents motorists from being able to exit Browns Road. There are currently broken holding lines with adjacent 'Do Not Queue Across Intersection' signs in both directions on The Comenarra Parkway, to discourage motorists from queuing through the intersection.

The intersection of The Comenarra Parkway and Fox Valley Road will soon be upgraded to improve safety and increase the capacity of the intersection. It is a requirement that as part of the works at the SAN Hospital site that the intersection be upgraded. The intersection upgrade should reduce queuing and delays on The Comenarra Parkway, which should in turn improve access to and from Browns Road.

COMMENTS

In order to reduce queuing through the intersection, Council is proposing to mark broken holding lines to delineate the end of the intersection area in both directions. This will delineate the intersection more clearly, and provide greater opportunities for motorists to exit Browns Road during peak times. This matter is currently being considered by the voting members of the Ku-ring-gai Traffic Committee.

Because of the queuing in both directions on The Comenarra Parkway through this intersection, it would not be feasible to construct a roundabout. Cars would be regularly queued through a roundabout at this location, which would add to congestion and delays.

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According to 'Austroads Guide to Traffic Management Part 8: Local Area Traffic Management' section 7.2.6, it is inappropriate to use roundabouts at the intersection of two roads of significantly different traffic function (eg minor street and arterial road). Given the huge difference in traffic volumes between The Comenarra Parkway and Browns Road, this location would be inappropriate for a roundabout.

Council's crash data shows that there have been no recorded crashes at the intersection during the 5 year period to the end of June 2017. Visibility to approaching vehicles in either direction when turning out of Browns Road is excellent.

SUMMARY

Given the lack of recorded crashes at the intersection, it would be difficult to justify the need for changes to the layout of the intersection.

A roundabout would not be feasible as vehicles would regularly queue through it at peak times, thereby causing further congestion and delays.

RECOMMENDATION:

That a roundabout not be constructed at the intersection of The Comenarra Parkway and Browns Road, Wahroonga.

Deva Thevaraja
Manager Traffic & Transport

George Bounassif
Director Operations

LUCINDA AVENUE, WAHROONGA

Ward: Comenarra
Electorate: Ku-ring-gai

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To inform the Traffic Committee of an issue at the intersection of Lucinda Avenue and the Pacific Highway, Wahroonga, actions taken to date and proposed further action.

BACKGROUND:

Some drivers turning left out of Lucinda Avenue onto the Pacific Highway carry out an illegal manoeuvre, crossing over unbroken lane lines and contrary to traffic signs, to turn onto the M1 Motorway on-ramp. Residents claim that the use of this illegal path encourages the use of Lucinda Avenue as an afternoon "rat run", with vehicles travelling at excessive speed in Lucinda Avenue and queueing back in Lucinda Avenue from the Highway.

COMMENTS:

There is no evidence that traffic speeds in Lucinda Avenue have increased in recent years, and no data on the length of vehicle queues in Lucinda Avenue. However, it is likely that illegal manoeuvres will continue, despite some reduction following changes to Google Maps' advice to drivers. A physical barrier and changes to direction signage are needed to permanently address residents' concerns.

RECOMMENDATION:

Rubber flaps or flexible bollards should be installed along the two unbroken lane lines separating westbound traffic on the Pacific Highway. Additional direction signs should be installed to indicate that the desired path from Lucinda Avenue to the M1 Motorway is via Pennant Hills Road.

PURPOSE OF REPORT

To inform the Traffic Committee of an issue at the intersection of Lucinda Avenue and the Pacific Highway, Wahroonga, actions taken to date and proposed further action.

BACKGROUND

The aerial photo in **Attachment 1** shows the lane arrangements and line marking at the junction of Lucinda Avenue, the Pacific Highway and the M1 Motorway at Wahroonga.

Traffic turning left from Lucinda Avenue is prohibited by signs and unbroken lane lines from moving into the right turn lanes on the Highway, leading to the M1 Motorway on-ramp. Instead, drivers turning left out of Lucinda Avenue and wishing to take the M1 are required to stay in the left lane and go westwards to Pennant Hills Road, where they can make a left turn, travel south and then access the M1 northbound via another on-ramp.

On the western side of Lucinda Avenue there is a sign (white lettering with a green background) advising drivers of the correct route onto the M1, via Pennant Hills Road. RMS Traffic Emergency Patrol vehicles, heading onto the M1 from the RMS base in Lucinda Avenue, are exempt from the restriction. They are permitted to turn left out of Lucinda Avenue and then cross the unbroken lane lines into the right turn lanes and onto the M1 on-ramp.

The issue of concern is that during the afternoon peak period drivers use Lucinda Avenue as part of a "rat run" through residential areas of Turramurra, Warrawee and Wahroonga, by-passing congestion on the Pacific Highway. After traversing Lucinda Avenue, some drivers turn left onto the Highway and then illegally cross the unbroken lane lines to move into the right turn lanes giving access to the Motorway.

Residents of Lucinda Avenue claim that the use of this illegal path onto the M1 promotes the use of Lucinda Avenue as an afternoon "rat run", with vehicles travelling at excessive speed in Lucinda Avenue and queueing back in Lucinda Avenue from the Highway.

COMMENTS

A history of the matter, based on Council records only, shows that concerns about traffic flows at the intersection first came to Council's attention in December 2017, when a resident of Lucinda Avenue sent a submission to the Minister for Roads about the issue. The submission was that a direction sign at Lucinda Avenue was confusing and did not properly direct Lucinda-to-M1 traffic onto the path via Pennant Hills Road. Because the sign is in Lucinda Avenue, a Council road, the submission was forwarded to Council for attention.

In December 2017 a resident of Roland Avenue, Warrawee, complained that his street was part of the "rat run", noting that use of the "rat run" was encouraged by drivers being able to illegally turn from Lucinda Avenue onto the M1 on-ramp (presumably thereby saving time). In April 2018 he repeated his complaint, wanting the illegal movement to be stopped.

In December 2017 a resident of Lucinda Avenue also complained that queueing in Lucinda Avenue had been growing, especially over the last five years. He stated that queueing back from the

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Highway initially only occurred at very busy times, such as Christmas and New Year, but was now occurring every day. He noted advice from a Highway Patrol officer that Google Maps had been advising drivers that Lucinda Avenue was a fast alternative to the Pacific Highway for traffic heading to the M1.

In February 2018 Council staff discussed with RMS correspondence received by Council from a number of residents regarding motorists making the illegal manoeuvre from Lucinda Avenue onto the M1. A resident reported that the queue back from the Highway was up to about 750 metres on occasions, obstructing his trip home.

During the 2017-2018 Christmas/New Year period, NSW Police and RMS carried out an enforcement exercise, deploying traffic cones to block the illegal manoeuvre. At other times Police also booked several hundred drivers.

At an on-site meeting in early March 2018, Council and RMS staff discussed permanent options for preventing the illegal movements. At the same time NSW Police advised that Google Maps had, at their request, changed its software so that its mapping algorithm no longer had a direct link between Lucinda Avenue and the M1 on-ramp. The Police said that this appears to have been successful in reducing the illegal turn movements.

A common thread from this history is that increased use of Lucinda Avenue as part of a "rat run" through Warrawee has been encouraged by the ability of drivers to illegally turn from Lucinda Avenue into the M1 on-ramp. [Council notes that Lucinda Avenue could also be used by traffic from The Comenarra Parkway, using Fox Valley Road and Lucinda Avenue to avoid congestion on Pennant Hills Road at Thornleigh. This possibility has not been explored].

Nearly all complainants have asked that a solid median be installed along the unbroken lane line between the kerbside lane and the second lane on the southern side of the Pacific Highway. However, RMS has indicated that, for traffic safety reasons, it cannot install a raised median between two adjacent westbound lanes. Council notes that the undesirable path involves crossing two unbroken lane lines, as can be seen in the attachment.

Contrary to residents' complaints, Council has found that traffic speeds northbound in Lucinda Avenue in the evening peak period have not increased in recent years. From rubber tube counts carried out by Council about 350 metres south of the Highway, the 85th percentile speed of northbound traffic between 5 pm and 7 pm was 58 km/h in 2009, 58 km/h in 2012 and 56 km/h in 2016. While the speeds have remained constant, it is noted that they are consistently above the 50 km/h speed limit in Lucinda Avenue.

As well as traffic speeds, residents have mentioned the length of the vehicle queue back from the Highway in Lucinda Avenue. There is no relevant data to allow this aspect to be investigated.

Council has reviewed the signage in Lucinda Avenue requiring traffic to turn left into the kerbside lane on the Highway and use that lane to access the M1 via Pennant Hills Road.

Council considers the signage may be confusing and counter-intuitive for drivers who do not know the area. They would expect to be able to turn right onto the M1 on-ramp, like all other traffic on the Highway. They may also not be aware that there is an on-ramp from Pennant Hills Road southbound onto the M1 northbound.

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The change to Google Maps may be effective in reducing the incidence of offences by drivers who are guided by Google Maps. However, seasoned “rat run” drivers may continue to offend, so the feasibility of installing an acceptable physical barrier to prevent illegal manoeuvres has been considered by Council.

The attached map shows some of the actions which Council recommends should be taken to address these aspects.

First, Council proposes that rubber flaps or flexible bollards be installed along the two unbroken lane lines. This would replicate permanently the use of traffic cones by the Police and RMS last Christmas to force traffic in the southern lanes, including vehicles that have turned left out of Lucinda Avenue, to proceed to Pennant Hills Road.

Second, on the southern side of the Pacific Highway at Pennant Hills Road there is a white-on-green direction sign with a left chevron stating “*Pennant Hills Road A28 Parramatta*”. This sign should be supplemented by a white-on-green direction sign with a left chevron stating “*To M1 Pacific Motorway Newcastle*”. This will reassure drivers that the counter-intuitive route they are following will eventually take them to the M1.

Third, RMS should be asked to determine whether its Traffic Emergency Patrol vehicles should continue to be allowed to cross over the unbroken lane lines to access the M1 on-ramps. Requiring Traffic Emergency Patrol vehicles to follow the path via Pennant Hills Road would allow signage in Lucinda Avenue to be simplified and be more effective in guiding drivers.

Fourth, the current white-on-green direction sign on the western side of Lucinda Avenue, directing Lucinda Avenue traffic to cross over the M1 and access the M1 via the Pennant Hills Road on-ramp, should be replaced by a second white-on-green direction sign with a left chevron, stating “*To M1 Pacific Motorway Newcastle*”.

Fifth, NSW Police and RMS should be asked to monitor traffic turning left out of Lucinda Avenue, to determine whether the changes to Google Maps and the recommended treatments (rubber flaps/bollards and signage changes) have been effective in directing traffic from Lucinda Avenue onto the M1 via Pennant Hills Road.

Council should monitor the extent to which the proposed changes reduce queueing back from the Highway in Lucinda Avenue.

SUMMARY

Drivers turning left from Lucinda Avenue onto the Pacific Highway need to be physically prevented from turning right onto the M1 Motorway on-ramp. Signage in Lucinda Avenue and at Pennant Hills Road needs to be altered or upgraded to provide clear directions for drivers wanting to go from Lucinda Avenue to the M1 Motorway.

RECOMMENDATION:

- A. That RMS be asked to install rubber flaps or flexible bollards along the unbroken lane lines separating westbound traffic lanes on the southern side of the Pacific Highway, as shown in

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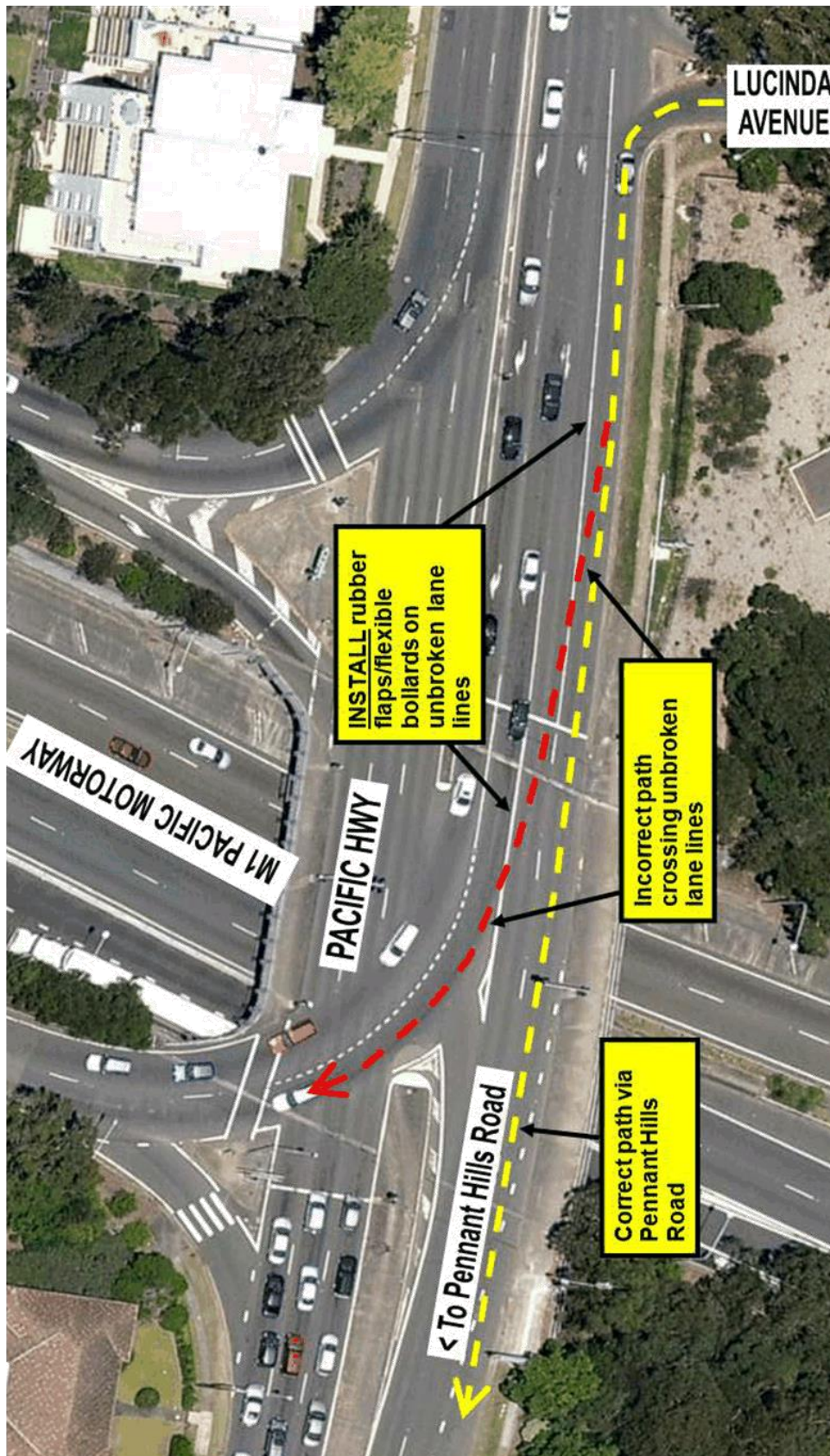
Attachment 1.

- B. That RMS be asked to install a white-on-green direction sign with a left chevron stating “ *To M1 Pacific Motorway Newcastle*” on southern side of the Pacific Highway at Pennant Hills Road.
- C. That RMS be asked to determine whether its Traffic Emergency Patrol vehicles should continue to be allowed to cross over the solid lane line from Lucinda Avenue into the M1 on-ramp.
- D. That the current white-on-green direction sign on the western side of Lucinda Avenue, directing Lucinda Avenue traffic to cross over the M1 and access the M1 via the Pennant Hills Road on-ramp, be replaced by a white-on-green direction sign with a left chevron, stating “ *To M1 Pacific Motorway Newcastle*”.
- E. That NSW Police and RMS monitor traffic turning left out of Lucinda Avenue, to determine whether the recommended changes have been effective in directing traffic from Lucinda Avenue onto the M1 via Pennant Hills Road. Also that Council monitor the extent to which the recommended changes reduce queueing back from the Highway in Lucinda Avenue at peak times.

Deva Thevaraja
Manager Traffic & Transport

George Bounassif
Director Operations

Attachments: A1  Aerial photo of Pacific Highway, Wahroonga 2018/124997



THE CHASE ROAD, TURRAMURRA

Ward: Wahroonga
Electorate: Ku-ring-gai

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

Provide greater safety for pedestrians on The Chase Road, Turramurra.

BACKGROUND:

The State Member for Ku-ring-gai, on behalf of the residents of the over 55 development at 20 The Chase Road, has requested that Council investigate the feasibility of introducing further traffic calming on The Chase Road.

It has also been requested that Council staff assess whether it is more cost effective to introduce traffic calming measures, or to construct a footpath along the northern side of The Chase Road.

COMMENTS:

It is not feasible to introduce further traffic calming measures in The Chase Road. The issues raised relate to pedestrian amenity, and the best way to resolve these issues would be to construct a footpath along the northern side of The Chase Road.

The northern side of The Chase Road will be added to Council's footpath priority list for future works. However it is unclear when funding will be available for these works to be carried out.

RECOMMENDATION:

That no further traffic calming measures be considered in The Chase Road at its western end, and a footpath along the northern side of The Chase Road be added to Council's footpath priority list..

PURPOSE OF REPORT

Provide greater safety for pedestrians on The Chase Road, Turramurra.

BACKGROUND

The State Member for Ku-ring-gai, on behalf of the residents of #20 The Chase Road, has raised the issue that some elderly residents have difficulty walking to the local shops in Eastern Road due to the lack of a footpath along the northern side of The Chase Road. This means that some elderly residents have to cross The Chase Road with their walking frames, and then cross again at the intersection with Eastern Road to walk to the shops.

The State Member for Ku-ring-gai has requested that Council investigate the feasibility of introducing further traffic calming measures on The Chase Road. He has also requested that Council assess whether it is more cost effective to construct a footpath along the northern side of The Chase Road, or to introduce traffic calming measures.

The Chase Road is a Collector Road that is used by motorists to connect Burns Road and Eastern Road. It is used to avoid traffic congestion during peak periods on the Regional route of Junction Road, Eastern Road and Burns Road (SR 2043).

Traffic counts were undertaken in The Chase Road in June 2015 between Eastern Road and Katina Street. The counts showed an average of over 5300 vehicles per day travelled along The Chase Road.

There is a footpath along the southern side of The Chase Road, however there is only a short section of footpath along the northern side, near the intersection with Eastern Road. There are two over 55 developments at 20 and 22 The Chase Road, Turramurra, which were constructed approximately 15 years ago. This may have pre-dated the current conditions of SEPP Seniors Living, which requires that the development must show that the site has accessible paths to bus stops.

COMMENTS

There are existing traffic calming devices in The Chase Road, including a flat-top speed hump outside #16. Council has a policy of not installing new speed humps, except as part of raised pedestrian crossings at schools and in shopping centres. This is because Council had previously received complaints about noise generated by vehicles driving over speed humps, and discomfort to drivers and passengers.

A possible option would be to construct a pedestrian refuge at the intersection of Eastern Road and The Chase Road. However, the residents of #20 and 22 would still have to cross The Chase Road further down. Pedestrian volumes along this section of Eastern Road are also relatively low. It would be more practical to construct a footpath along the northern side of The Chase Road so pedestrians would not have to cross the road twice to access the Eastern Road shops.

The issues raised by the residents of #20 The Chase Road appear to relate to pedestrian amenity, and the introduction of further traffic calming measures would do little to resolve these issues. If

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a footpath was constructed along the northern side of The Chase Road, the residents of the over 55 developments would not need to cross The Chase Road.

At present, Council will only consider constructing footpaths on both sides of a road if it carries more than 5,000 vehicles per day. Up until the last few years, traffic volumes in The Chase Road were below this level. Therefore The Chase Road was not on Council's footpath priority list.

Now that traffic volumes have exceeded 5,000 vehicles per day, The Chase Road has been added to the priority list. However it will be assessed based on the same criteria as other paths on the list. At this stage it is unclear when funding will be available for the footpath works to be completed.

SUMMARY

It is not feasible to introduce further traffic calming measures in The Chase Road, as Council has a policy of not installing new speed humps. The most logical solution to resolve the issues raised by the residents of #20 The Chase Road would be to construct a footpath along the northern side of The Chase Road.

The Chase Road has been added to Council's footpath priority list for future works.

RECOMMENDATION:

- A. That the construction of a footpath along the northern side of The Chase Road, between property No.20 and Eastern Road, be added to Council's footpath priority list.
- B. That Council not consider additional traffic calming measures in The Chase Road towards its western end.

Deva Thevaraja
Manager Traffic & Transport

George Bounassif
Director Operations

TURUGA STREET, TURRAMURRA

Ward: Wahroonga
Electorate: Ku-ring-gai

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider the installation of '4P 8.30am-6pm Mon-Fri' restrictions.

BACKGROUND:

Council has been consulting with residents of Turuga Street about the introduction of a short section of '4P 8.30am-6pm Mon-Fri' restrictions. However the majority of residents have stated that they would like the restrictions along the entire street.

COMMENTS:

There is a need to cater for commuter parking, and extensive 4P restrictions along the entire length of both sides of Turuga Street would be under-utilised.

RECOMMENDATION:

That '4P 8.30am-6pm Mon-Fri' be installed along part of Turuga Street.

PURPOSE OF REPORT

To consider the installation of '4P 8.30am-6pm Mon-Fri' restrictions.

BACKGROUND

In February 2018 Council introduced 'No Parking – Motor Vehicles Excepted' restrictions along both sides of Ku-ring-gai Avenue between Boomerang Street and Pacific Highway. This was done to prevent a nearby resident from parking multiple trailers in Ku-ring-gai Avenue. As predicted by Council staff, this has led to the resident moving the trailers to adjacent streets, including Turuga Street.

Council has since received several complaints from residents of Turuga Street about the trailers, and also about commuter parking in the street. Residents have also complained about Turuga Street being used as a rat-run during the morning peak period. Concerns were raised about the difficulty residents have in reversing out of their driveways due to parked vehicles restricting visibility, and the speed and volume of traffic using Turuga Street.

Guide posts were installed along the frontage of #8 to prevent parking. This was necessary as the frontage of this site has an open drain which forces motorists to park further out into the roadway, thereby reducing the travel lane width and creating problems for through traffic.

In March 2018 residents were consulted about the possible introduction of '4P 8.30am-6pm Mon-Fri' restrictions along a short section of Turuga Street outside #10 & 12. The majority of residents supported the idea in principle, but wanted the restrictions to extend along the entire length of both sides of the street. Some of the residents also requested resident parking permits.

COMMENTS

Turuga Street varies in width along its length. It is approximately 10 metres wide at its eastern end, and 9 metres wide at its western end. Turuga Street narrows to approximately 7.7 metres along the frontage of #8, and hence this section of the street is only wide enough to accommodate parking on one side.

The on-street parking at the western end of Turuga Street is generally occupied all day by commuters who arrive early in the morning. The eastern end of the street is mostly occupied during the day by commuters who generally arrive a bit later. There are often some unoccupied spaces at this end of the street during the middle part of the day, and very few cars appeared to be parked in Warrangi Street. This would indicate that at present, Turuga Street is at the outer edge of the extent of the commuter parking for Turrumurra station.

There is evidence to suggest that Turuga Street is used as a rat-run during the morning peak period by motorists travelling from Pacific Highway to Bobbin Head Road. Traffic counts taken in August 2017 show that of the 839 vehicles per day that travelled east along Turuga Street, nearly 40% of these traffic movements occurred between 7am and 9am. Between 8am and 9am, an average of 185 vehicles travelled east along Turuga Street. While this figure is much higher than at other parts of the day, it is well within the environmental capacity of the road, and is significantly lower than many other local streets which are also used as rat-runs during morning peak periods.

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The 85th percentile speed was only 43km/h, which is relatively low for a local street. These figures were consistent with on-site observations by traffic staff, where it was noted that speeding did not appear to be an issue.

In order to allow better visibility for motorists exiting their driveways, it is proposed that '4P 8.30am-6pm Mon-Fri' restrictions be installed along the northern side of Turuga Street, between the driveways of #3 and #9. It is also proposed that a short section of '4P 8.30am-6pm Mon-Fri' restrictions be installed along the southern side of Turuga Street to the west of the driveway to #4. The proposed changes are shown in Plan No. Turuga/KTC/05/18 (**Attachment 1**).

As this is a residential street, there is little demand for short-term parking. However the 4P restrictions would provide parking during the day for visitors and tradesmen. Although it should be noted that parking is always available in adjacent Warrangi Street.

Under the proposal, there would be 4P restrictions for 15 parking spaces. While there would be 21 unrestricted parking spaces available for commuters.

It is also proposed that "No Parking" restrictions be installed along the southern side of Turuga Street outside #8 and part of #6, as this section of roadway is narrower than the rest of the street.

COMMUNITY CONSULTATION

As noted in the Background of this report, Council has previously consulted with the residents regarding the introduction of a short section of 4P restrictions outside #10-12 Turuga Street. Most of the residents were in favour of the parking restrictions, but wanted them to cover the entire street.

SUMMARY

There would be a low demand for short to medium term parking in Turuga Street. Therefore it would be difficult to justify introducing 4P restrictions along the entire length of both sides of Turuga Street, as it would be under-utilised. This would also restrict the availability of commuter parking near Turramurra station.

In order to provide a balance between the parking needs of local residents and commuters, it is proposed to introduce some 4P restrictions in Turuga Street. The restrictions would be located so as to reduce parking adjacent to driveways, thereby providing better visibility for motorists exiting their driveways, particularly during the am peak period.

RECOMMENDATION:

- A. That '4P 8.30am-6pm Mon-Fri' and 'No Parking' restrictions be installed in Turuga Street as shown on Plan No. Turuga/KTC/05/18.
- B. That Council's Team Leader Regulation be informed of Council's decision.

Ku-ring-gai Traffic Committee - 18 May 2018


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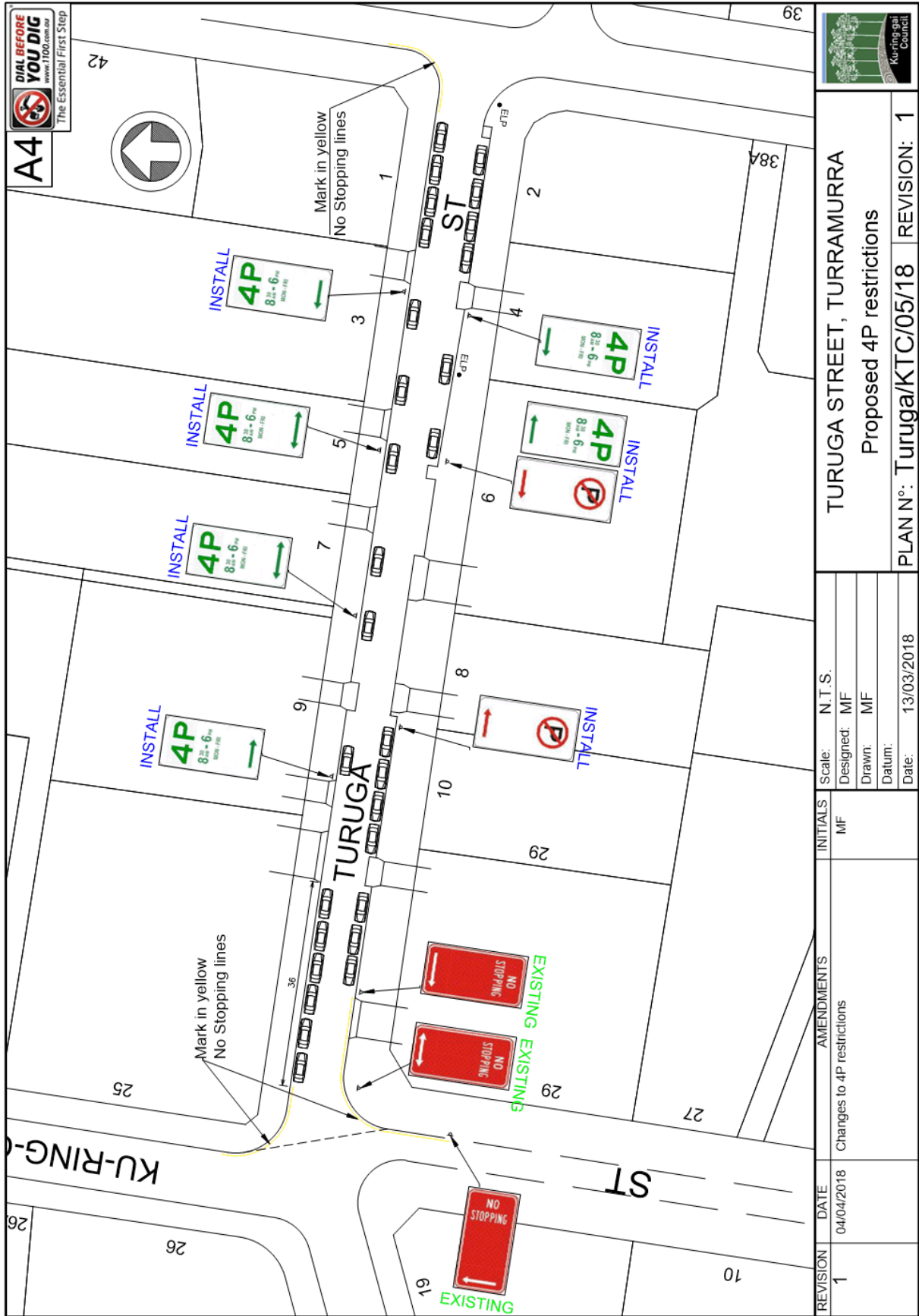
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18 April 2018**

Deva Thevaraja
Manager Traffic & Transport

George Bounassif
Director Operations

Attachments: A1  Plan No. Turuga/KTC/05/18 2018/111480



COWAN ROAD, ST IVES

Ward: St Ives
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider whether the installation of a 'No Parking' zone outside No. 50 Cowan Road, St Ives, in order to improve the visibility of approaching traffic when exiting the property, could or should be approved as an acceptable departure from Council's 'Traffic and Transport Policy'.

BACKGROUND:

The parking of vehicles outside of and next to No. 50 Cowan Road makes it difficult when exiting the property. A proposal to install a painted island and pavement marking to address this issue has been opposed by two representatives of the Ku-ring-gai Traffic Committee.

COMMENTS:

An option for addressing this issue by signposting parking restrictions has been developed, but would be contrary to Council's 'Traffic and Transport Policy'.

RECOMMENDATION:

That the Committee advise Council as to whether the signposting of parking restrictions outside of No. 50 Cowan Road, in order to improve traffic visibility when exiting the property, could or should be approved as an acceptable departure from Council's 'Traffic and Transport Policy'.

PURPOSE OF REPORT

To consider whether the installation of a 'No Parking' zone outside No. 50 Cowan Road, St Ives, in order to improve the visibility of approaching traffic when exiting the property, could or should be approved as an acceptable departure from Council's 'Traffic and Transport Policy'.

BACKGROUND

The resident of 50 Cowan Road, St Ives, wrote to Council in November 2017 about difficulties she and her family are experiencing when driving out of their property when vehicles are parked on either side of their driveway gates.

The resident stated they often have to creep out towards the middle of Cowan Road in order to see any oncoming vehicles before being able to turn onto the road. She stated that visibility is particularly made worse by the parking of larger cars, 4WDs and trucks, and by the presence of a power pole on the left-hand side of their driveway.

She stated that on some occasions the rear end of her car is on the edge of the driveway before she was able to have a clear view of oncoming traffic. She stated that she had almost been in collision with oncoming cars on several occasions.

She asked that parking restrictions be installed in front of the property to improve the visibility of approaching traffic.

COMMENTS

Council investigated the complaint and reported its findings and recommendations in report number TDA 202/17.

No. 50 has two connected driveways. This allows entry to the property through one driveway in the forward direction and exit through the other driveway also in the forward direction.

At the northernmost driveway the footpath/nature strip is only one metre wide, with a power pole embedded in the footpath. There is no nature strip, only a narrow footpath, to provide a view for some distance along the street to the north or to the south of the northernmost driveway. Site inspections confirmed that when vehicles are parked near the northern driveway they can block the view of approaching northbound and southbound traffic when exiting No. 50.

At the southernmost driveway the view to the left, of approaching southbound traffic, is likewise obstructed, but this driveway has a better view of northbound traffic approaching on the right.

To address this issue, but without adding more signs to the street, Council proposed to install a kerbside painted traffic island and a transverse white driveway line outside No. 50, as shown in Plan No. Cowan/TDA/202/17 (1 of 2) - **Attachment 1**. Two members of the Traffic Committee - Roads & Maritime Services (RMS) and the Representative of the Member for Davidson - disagreed with Council's proposal.

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RMS said the proposed painted island would force motorists travelling northbound to swerve towards oncoming traffic when there are no cars parked on the approach to this section of road. RMS said this treatment would also be inconsistent with the rest of Cowan Road, and that consideration should be given to the installation of either 'No Parking' or 'No Stopping' signs.

The Representative of the Member for Davidson stated that he had visited the site and reversed into the northern driveway to check the visibility on exit. He stated that, while it is not easy, it is quite within the capabilities of even a minimal standard driver to make either a left or right turn out of the property.

An alternative option, along the lines suggested by RMS, is shown in Plan No. Cowan/TDA/202/17 (2 of 2) – **Attachment 2**. This provides for the installation of full-time 'No Parking' outside the property and for one parking space to the north of the northern driveway.

The '*No Parking*' option would meet the resident's concerns, but would be contrary to Council's Traffic and Transport Policy. The Policy states:

"One area of concern for many residents is visibility when they are exiting their driveways when vehicles are parked close to them.Council does not signpost individual residential driveways with No Parking or No Stopping Restrictions".

The Committee is asked to consider whether the installation of a '*No Parking*' zone outside No. 50 Cowan Road, St Ives, in order to improve the visibility of approaching traffic when exiting the property, could or should be approved as an acceptable departure from Council's 'Traffic and Transport Policy'.

SUMMARY

The visibility of approaching traffic when exiting No. 50 Cowan Road, St Ives, would be significantly improved by the installation of parking restrictions across the frontage of the property and for one parking space to the north of the property's northern driveway. However, this would be contrary to Council's 'Traffic and Transport Policy'.

The Committee is asked to discuss and advise on this matter, and in particular whether an exception to the 'Traffic and Transport Policy' could or should be made in the case of 50 Cowan Road.

RECOMMENDATION:



That the Committee advise Council as to whether the signposting of parking restrictions outside No. 50 Cowan Road, in order to improve traffic visibility when exiting the property, could or should be approved as an acceptable departure from Council's 'Traffic and Transport Policy'.

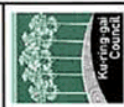
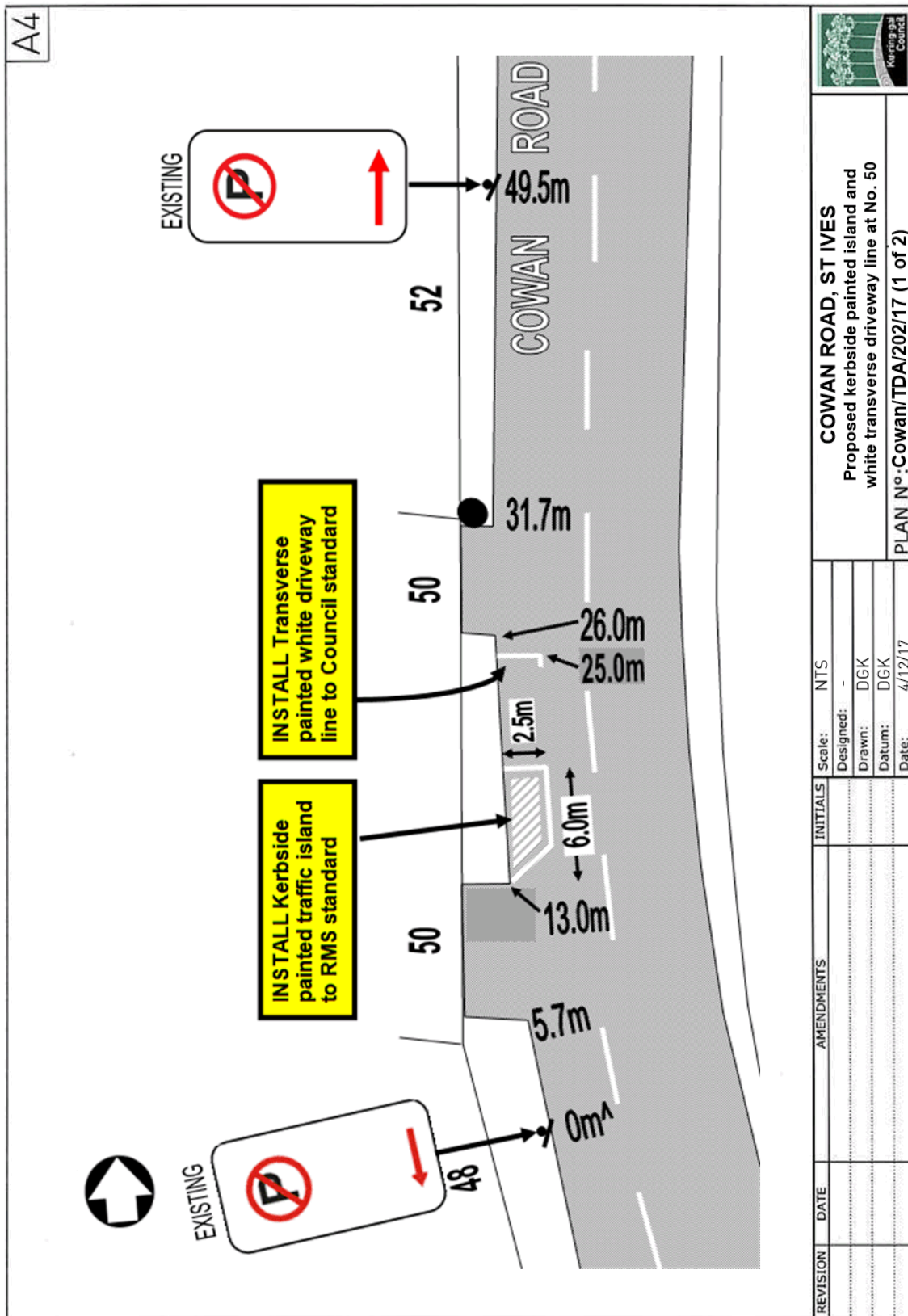
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16 April 2018**

Deva Thevaraja
Manager Traffic & Transport

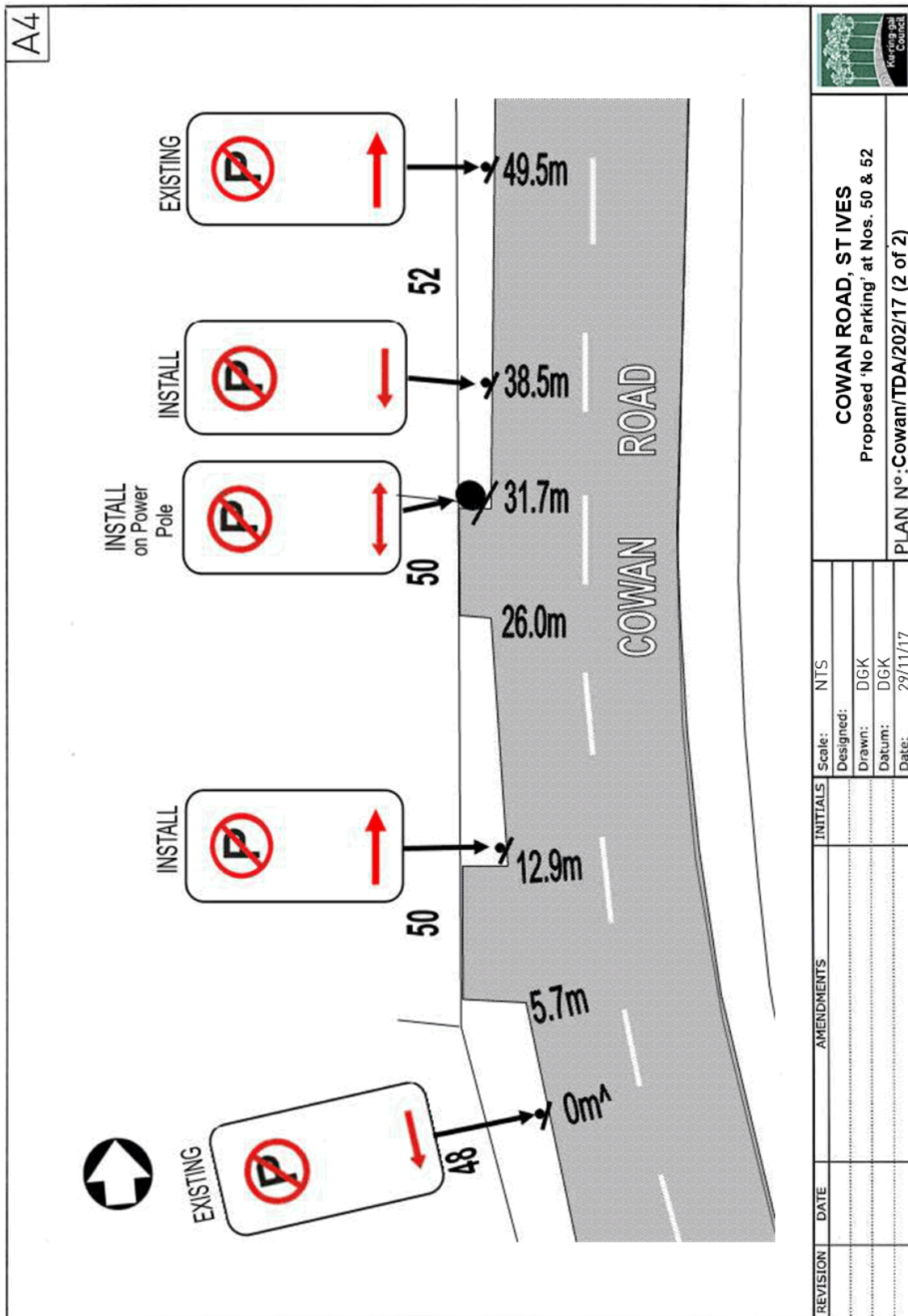
George Bounassif
Director Operations

Attachments: A1  [Plan No. Cowan/TDA/202/17 \(1 of 2\)](#) 2018/124968
A2  [Plan No. Cowan/TDA/202/17 \(2 of 2\)](#) 2018/124987



COWAN ROAD, ST IVES
 Proposed kerbside painted island and white transverse driveway line at No. 50
 PLAN N^o: Cowan/TDA/202/17 (1 of 2)

REVISION	DATE	AMENDMENTS	INITIALS	Scale:	NTS
				Designed:	-
				Drawn:	DGK
				Datum:	DGK
				Date:	4/12/17



COWAN ROAD, ST IVES
Proposed 'No Parking' at Nos. 50 & 52
PLAN N^o: Cowan/TDA/202/17 (2 of 2)

REVISION	DATE	AMENDMENTS	INITIALS	Scale:
				NTS
				Designed: DGK
				Drawn: DGK
				Datum: DGK
				Date: 29/11/17

HORACE STREET, LINK ROAD AND STANLEY STREET, ST IVES

Ward: St Ives
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To advise on progress in addressing complaints about pedestrian safety at and near the intersection of Horace Street, Link Road and Stanley Street, St Ives.

BACKGROUND:

The Committee considered a report of this matter at its meeting on 20 November 2017. At its meeting on 12 December 2017, Council considered the Committee's recommendation to assess the feasibility of replacing the roundabout with traffic lights. Council resolved to do so.

COMMENTS:

Quotations for assessing the feasibility of replacing the roundabout with traffic lights, in terms of meeting Roads & Maritime Services (RMS) criteria, have been sought from several consultants. A preferred consultant has been appointed to undertake the study, and the results are expected to be delivered by end of June 2018. The results of the study will be referred to the following Traffic Committee meeting.

RECOMMENDATION:

That progress in this matter be noted.

PURPOSE OF REPORT

To advise on progress in addressing complaints about pedestrian safety at and near the intersection of Horace Street, Link Road and Stanley Street, St Ives.

BACKGROUND

The Committee considered a report on this matter at its meeting on 20 November 2017. The Committee recommended that Council carry out an assessment to determine the feasibility of replacing the roundabout with traffic lights, and submit the results, if warranted, to Roads & Maritime Services (RMS) for its approval in principle.

At its meeting on 12 December 2017, Council considered the Committee's recommendation and resolved to carry out an assessment to determine the feasibility of replacing the roundabout with traffic lights.

RMS has set criteria which must be met at any location proposed for new traffic signals. The criteria relates to factors such as traffic and pedestrian volumes, road network considerations and crash history.

Assessments of whether these criteria are met at Horace Street/Link Road/Stanley Street will have to be carried out by consultants who are experienced in this area, have appropriate network modelling capabilities and are aware of the RMS requirements for such assessments.

COMMENTS

Quotations for assessing the feasibility of replacing the roundabout with traffic lights, in terms of meeting RMS criteria, have been sought from several consultants. Quotations have been received from four consultancies, and a preferred consultant has been appointed to undertake this study. A report on this study is expected to be delivered by end of June 2018.

It is expected to refer the study and its results to the Committee at its following meeting.

FINANCIAL CONSIDERATIONS

Funding for the consultant's study is available within the existing budget for Traffic and Transport. Council will seek funding from RMS if the study recommends the replacement of existing roundabout with traffic lights.

INTERNAL CONSULTATION

Council's Strategic Traffic Engineer has been advised of this matter and will be tasked with seeking RMS funding if and when the installation of traffic lights has been approved by RMS and Council.

SUMMARY

The feasibility of replacing the roundabout at the intersection of Horace Street/Link Road/Stanley Street with traffic lights, in terms of the site meeting RMS criteria, will be assessed and known by the end of June 2018.

RECOMMENDATION:

That Council note the progress being made on this issue.

Deva Thevaraja
Manager Traffic & Transport

George Bounassif
Director Operations