



**KU-RING-GAI TRAFFIC COMMITTEE
TO BE HELD ON MONDAY, 10 FEBRUARY 2020 AT 9.00AM
ANTE ROOM - LEVEL 3**

A G E N D A

**** ** * ** ** ***

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: CY00022/11
Meeting held 21 November 2019
Minutes numbered KTC15 to KTC16

GENERAL BUSINESS

GB.1 Junction Road & Grosvenor Street, Wahroonga

File: TM11/11

Ward: Wahroonga
Electorate: Ku-ring-gai

To consider the replacement of the roundabout at the intersection of Junction Road and Grosvenor Street with traffic signals.

Recommendation:

That Council seek funding from TfNSW to replace the existing roundabout with traffic signals.

GB.2 **Lindfield Village Green - On-street parking changes and traffic facilities**

File: S12201

Ward: Roseville
Electorate: Davidson

To seek approval for on-street parking changes and associated traffic facilities aligned with the Lindfield Village Green (LVG) project

Recommendation:

That the proposed on-street parking changes and associated traffic facilities aligned with the Lindfield Village Green project be approved.

GENERAL DISCUSSION

**** ****

JUNCTION ROAD & GROSVENOR STREET, WAHROONGA

Ward: Wahroonga
Electorate: Ku-ring-gai

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider the replacement of the roundabout at the intersection of Junction Road and Grosvenor Street with traffic signals.

BACKGROUND:

Council has received numerous complaints about safety for motorists and pedestrians at the intersection. Council has engaged consultants to prepare a report to determine the feasibility of replacing the roundabout with traffic signals.

COMMENTS:

The report found that replacing the roundabout with traffic signals with dual through lanes on Junction Road would reduce overall delay times at the intersection. It would also provide a safer crossing point for pedestrians. However the cost of the project would be in excess of \$1 million.

RECOMMENDATION:

That Council seek funding from TfNSW to replace the existing roundabout with traffic signals.

PURPOSE OF REPORT

To consider the replacement of the roundabout at the intersection of Junction Road and Grosvenor Street with traffic signals.

BACKGROUND

Council has received numerous complaints about safety for motorists and pedestrians at the roundabout at the intersection of Junction Road and Grosvenor Street, Wahroonga. Junction Road is a Regional Road that carries over 20,000 vehicles per day. Grosvenor Street is a Collector Road that carries over 4,500 vehicles per day.

Although there are pedestrian refuges on both legs of Junction Road at the roundabout, there have been many complaints about the difficulties faced by pedestrians when crossing Junction Road. Pedestrians crossing the exit lanes of both legs of Junction Road have to watch for through traffic on Junction Road, as well as turning traffic from Grosvenor Street.

Council's crash data shows that there have been 9 recorded crashes at the intersection during the 5 year period to the end of September 2018, with recorded casualties at 5 of these crashes. Therefore, this site could be eligible for Blackspot funding. Of the 9 crashes, 6 have involved cross traffic collisions, 2 have been loss of control crashes, and there has been one rear-end crash.

Council has received several complaints about vehicles running off the road at the roundabout, and crashing into the fence on the south-western corner of the intersection. In order to improve safety, and to minimise the risk of loss of control crashes occurring, Council has recently re-surfaced the roadway at the roundabout.

It is considered that replacing the roundabout with traffic signals would reduce the risk of accidents occurring at the intersection. However there is a concern that traffic signals could also increase queue lengths and delay times for motorists.

COMMENTS

In September 2019 Council engaged traffic consultants Cardno to undertake a traffic study to determine the feasibility and estimated cost of replacing the roundabout with traffic signals. The report was completed in November 2019, and a copy of the report is **attached**.

Cardno carried out traffic modelling of the intersection using SIDRA. The following 3 options for signalised phasing at the intersection were modelled and compared with the performance of the existing roundabout;

1. Dedicated right turn bays on Junction Road approaches – Filter phasing

This would involve providing a short dedicated right turn bay on each leg of Junction Road, with one lane for through and left turn movements. Under this arrangement there would not be a separate phase for right turn movements into Junction Road.

The modelling showed that this option would lead to slightly increased delay times, as well as a significant increase in queue lengths on the western leg of Junction Road.

2. Dedicated right turn bays on Junction Road approaches – Diamond phasing

This would be similar to option 1, except there would be a separate phase for right turn movements into Junction Road.

The modelling showed that this would lead to significantly increased delay times, with the intersection operating at a level of service D in the am peak, and C in the pm and Saturday peak. The existing roundabout operates at a level of service B in the am and pm peaks, and A in the Saturday peak. Queue lengths would also be significantly longer.

3. Dual through lanes on Junction Road approaches

This would involve providing two through lanes on Junction Road, with a filtered right turn permitted from the right lane.

The modelling showed that this option would provide slightly reduced delay times in comparison to the existing roundabout. Average delay times were between 2 and 6 seconds less under this option.

The modelling indicates that it would be beneficial in terms of traffic delays to replace the roundabout with traffic signals, using option 3. Traffic signals would also improve safety for pedestrians at the intersection, particularly when crossing Junction Road.

FINANCIAL CONSIDERATIONS

Cardno has estimated the cost of removing the existing roundabout, and installing traffic signals, to be in excess of \$1 million. Due to the number of crashes at the roundabout, Council could apply for funding under the Federal Blackspot Program. However Council's Strategic Traffic Engineer has advised that, due to the high cost of the project, Council would be unlikely to receive funding as the project would have a low benefit-cost ratio.

COMMUNITY CONSULTATION

Community consultation will be required if funding becomes available.

SUMMARY

The report found that replacing the roundabout with traffic signals with dual through lanes on Junction Road would reduce overall delay times at the intersection. It would also provide a safer crossing point for pedestrians. However the cost of the project would be in excess of \$1 million.

RECOMMENDATION:

That Council seek funding from TfNSW to replace the existing roundabout with traffic signals.

Michael Foskett
Team Leader Traffic

Deva Thevaraja
Manager Traffic & Transport

LINDFIELD VILLAGE GREEN - ON-STREET PARKING CHANGES AND TRAFFIC FACILITIES

Ward: Roseville
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To seek approval for on-street parking changes and associated traffic facilities aligned with the Lindfield Village Green (LVG) project
BACKGROUND:	<p>As part of the conditions of consent, there is a requirement to seek local traffic committee approval for various traffic and parking changes to manage the parking impacts during construction, as well as the ongoing operation of the Lindfield Village Green project.</p> <p>At the Ku-ring-gai Traffic Committee meeting on 17 October 2019, the Roads and Maritime Services representative advised that the proposed temporary parking layouts have been referred to Transport for NSW for comment.</p>
COMMENTS:	<p>The proposed on-street parking changes and traffic facilities around the Lindfield Village Green project will provide alternative parking arrangements for local shoppers and visitors during construction.</p> <p>On 12 November 2019, Transport for NSW advised that it had no objections to the temporary parking layout.</p>
RECOMMENDATION:	That the proposed on-street parking changes and associated traffic facilities aligned with the Lindfield Village Green project be approved.

PURPOSE OF REPORT

To seek approval for on-street parking changes and associated traffic facilities aligned with the Lindfield Village Green (LVG) project

BACKGROUND

As part of the conditions of consent of the LVG, there is a requirement to seek local traffic committee approval for various traffic and parking changes to manage the parking impacts during construction, as well as the ongoing operation of the Lindfield Village Green project.

Construction of the LVG project will result in the temporary removal of approximately 134 public short-stay car parking spaces in the Tryon Road car park. The maximisation of short stay parking is required surrounding the development site as a condition of consent, to enable shoppers and visitors to continue to be able to access the businesses and other land uses in the eastern part of the Lindfield local centre that do not provide on-site parking.

The proposed temporary parking layout would increase the quantity of 2 hour parking by approximately 130 spaces in the streets immediately surrounding the LVG project. The proposed changes also include provision for the following:

- 2 temporary on-street accessible spaces on the north-western side of Tryon Road, adjacent to the Lindfield Executive Centre;
- 7 spaces on the south-eastern side of Tryon Road, temporarily allocated to the residents/businesses at No.s 1-21 Lindfield Avenue with car spaces accessible from Chapman Lane ;
- 3 spaces on the north-western side of Tryon Road, adjacent to the Tryon Road car park/LVG site, for a Works Zone;
- A part-time Loading Zone on the eastern side of Lindfield Avenue (just south of Kochia Lane);
- Parking clearances on Havilah Road (in proximity of Havilah Lane) to enable managed alternate 2-way flow in Havilah Lane during construction.

Attachment A1 shows the extent of the proposed temporary parking changes.

During construction of the LVG, if demand for the temporary on-street 2-hour parking spaces is lower than anticipated, its extent could be reviewed to increase availability to commuters and employees.

At the Ku-ring-gai Traffic Committee meeting on 17 October 2019, the Roads and Maritime Services representative advised that the proposed temporary parking layouts were referred to Transport for NSW, since the proposed changes lie within 1km of nominated train station (as per the Roads and Maritime Services Schedule of Nominated Train Stations 2015). At the time of the meeting, Roads & Maritime Services had not yet received a response. Council resolved (in part):

B. That the proposed temporary parking layout in the streets surrounding the LVG be reviewed in consultation with TfNSW and reported back to the November Traffic Committee meeting.

COMMENTS

On 12 December 2019, Transport for NSW advised it had no internal submissions (objections) to the proposed temporary changes, and that there were no further comments regarding the proposal.

It is therefore recommended that the temporary parking layout in the streets surrounding the LVG be approved.

FINANCIAL CONSIDERATIONS

All the proposed temporary and permanent traffic facilities form part of the LVG project, therefore the costs associated with their installation (and removal, where relevant) will be borne by the project.

COMMUNITY CONSULTATION

Community consultation for the temporary parking layout was documented as part of the Ku-ring-gai Traffic Committee report considered on 17 October 2019. As this matter is only seeking concurrence from Transport for NSW for the temporary parking layout, further internal consultation is not required.

INTERNAL CONSULTATION

Internal consultation for the temporary parking layout was undertaken as part of the Ku-ring-gai Traffic Committee report considered on 17 October 2019. As this matter is only seeking concurrence from Transport for NSW for the temporary parking layout, further internal consultation is not required.

SUMMARY

As part of the conditions of consent of the LVG, there is a requirement to seek local traffic committee approval for various traffic and parking changes to manage the parking impacts during construction, as well as the ongoing operation of the LVG project.

At the Ku-ring-gai Traffic Committee meeting on 17 October 2019, the Roads and Maritime Services representative advised that the proposed temporary parking layouts had been referred to Transport for NSW for comment.


On 12 December 2019, Transport for NSW advised it had no objections to the proposed temporary changes, and that there were no further comments regarding the proposal.

RECOMMENDATION:

- A. That the proposed on-street parking changes and associated traffic facilities aligned with the Lindfield Village Green project be approved.
- B. That residents and businesses within the area directly affected by changes in this report be notified of Council's decision.

Joseph Piccoli
Strategic Traffic Engineer

George Bounassif
Director Operations

Attachments: A1  Plan showing temporary provision of short stay parking and other parking changes during LVG construction 2020/019112

**APPENDIX NO: 1 - PLAN SHOWING TEMPORARY PROVISION OF
SHORT STAY PARKING AND OTHER PARKING CHANGES DURING
LVG CONSTRUCTION**

ITEM NO: GB.2

