Transport
Roads & Maritime
Services

7 November 2017

Roads and Maritime Reference: SYD16/01432

Planning Manager
Willoughby City Council
PO Box 57
Chatswood NSW 2057

**Attention**: Jane Hosie

**PROPOSED PLANNING PROPOSAL - LOCAL ENVIRONMENTAL PLAN AMENDMENT FOR NO. 3 THROUGH TO NO. 31 WALTER STREET, WILLOUGHBY FROM RESIDENTIAL MEDIUM DENSITY (R3) TO HIGH DENSITY (R4)**

Dear Mr Arnott,

I refer to Willoughby City Council's letter of 24 May 2017 seeking comment from Roads and Maritime Services on the abovementioned planning proposal, in particular the proposal for the provision of traffic control signals on Willoughby Road at the Walter Street intersection. Roads and Maritime appreciates the opportunity to provide comment on the planning proposal.

As Council would be aware, Roads and Maritime provided 'in principle' support to the provision of traffic control signals (TCS) at the subject intersection in a letter of 6 February 2017 (**TAB A**), subject to a number of requirements including traffic modelling demonstrating (to Roads and Maritime satisfaction) that this traffic management measure will not have a detrimental impact on traffic flows and travel times for motorists and buses on Willoughby Road.

Roads and Maritime were of the view that the optimum tool to identify any detrimental impact from the proposed TCS on traffic flows and travel times on Willoughby Road was micro-simulation modelling (VISSIM software).

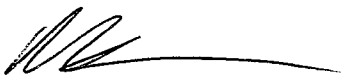
Micro-simulation modelling was submitted and deemed 'fit for purpose' by Roads and Maritime (following calibration adjustments requested by Roads and Maritime) to determine whether the provision of the proposed TCS will result in detrimental impacts on traffic flows and travel times for motorists and buses on Willoughby Road.

Roads and Maritime upon review of the traffic modelling provides approval to the provision of the traffic signals at the signalised intersection of Willoughby Road and Walter Street as part of the planning proposal, subject to the following requirements:

- Right turn movements from Willoughby Road into Walter Street shall be prohibited in the AM (6-10AM and PM (3 – 7PM) peak periods through the provision of regulatory signage that legally prohibits this movement.
- Two approach lanes for a minimum distance of 20 metres (vehicle storage) from the stop line on the Walter Street approach to the proposed TCS and one departure lane on Walter Street shall be designed and constructed in accordance with AUSTROADS and RMS Supplements.
- An updated geometric road design plan illustrating full road design dimensions (i.e. land widths, footpath widths etc) shall be submitted to Council and referred to Roads and Maritime for 'in principle' endorsement of the full geometric footprint of the signalised intersection, prior to the gazettal of the planning proposal.
- It is noted that a small parcel of land at the south-east corner of No. 450 Willoughby Road is required to facilitate the construction of the signalised intersection. As Council would be aware, any land components required from No. 450 Willoughby Road for the provision of the TCS and associated civil works will require land owners consent and ideally provided, prior to the gazettal of the planning proposal.
- All costs associated with the civil and signal hardware (including utility relocation) shall be at no cost to Roads and Maritime.
- The proposed traffic signals and associated civil works should be included in a Planning Agreement and executed, prior to the gazettal of the subject planning proposal.
- The above Planning Agreement should include a trigger point for the construction of the signalised intersection and linked to a specific residential unit yield. The nominated residential yield should be agreed between the land owners and Council (with advisory input from Roads and Maritime).

Any inquiries in relation to this planning proposal can be directed to James Hall – Senior Land Use Planner, Strategic Land Use on 8849 – 2047 or james.hall@rms.nsw.gov.au

Yours sincerely



Mary Whalan
**Director Network North Precinct**