

Job title	Lane Cove Tunnel - LATM	Job number
		84597/00

Meeting name & number	Community Advisory Group Meeting No. 3 Lane Cove and Chatswood West	File reference
-----------------------	--	----------------

Location	Mowbray Public School	Time & date
		6.00pm 7 December 2005

Purpose of meeting	Development of LATM Scheme
--------------------	----------------------------

Present	Andrew Haken Derk Dammers Tony Furse Adrian Carnelutti Warren Kirkby VT Mukundan Suzanne Delavere Mike Szudrich Frances Vissel James Shevlin Martin Komarek Kerry Robinson Andrew Greenup John Begley Russ Webber Mark Andrew Denise Wilson Andrew Hulse Brett Maynard	Helen Street, Lane Cove Howarth Road, Lane Cove Centennial Avenue, Lane Cove Centennial Avenue, Lane Cove Seville St, Lane Cove Mowbray Rd, Chatswood Centennial Ave, Lane Cove Mowbray Rd, Lane Cove Fraser St, Lane Cove Centennial Avenue, Lane Cove Kyong St, Lane Cove Dalrymple Ave, Chatswood Sutherland St, Lane Cove Lane Cove Council North Shore Bicycle User Group (in part) RTA Id Planning Arup Arup
---------	--	--

Apologies	James Brocklebank Joe Pereira	Willoughby City Council RTA
-----------	----------------------------------	--------------------------------

Circulation	Those present, apologies and Paul Saunders Garry Quick Gill McCartney	Beaconsfield Road, Chatswood Mowbray Rd, Lane Cove Murray St, Lane Cove
-------------	--	---

Prepared by	Andrew Hulse
-------------	--------------

Date of circulation	18 January 2006
---------------------	-----------------

Date of next meeting	Thursday 9 February 2006 – 6pm – 8pm
----------------------	--------------------------------------

Job title Lane Cove Tunnel - LATM	Job number 84597/00	Date of Meeting 7 December 2005	Action
<p>1. Welcome and Introductions</p> <p>2. LATM Options and Discussion</p> <p>1. Mowbray Road Precinct</p> <p>a) Install traffic safety scheme as amended following community consultation in 1996.</p> <p>b) Install traffic lights at Ralston Road as agreed by both Councils.</p> <p>c) Investigate right turn arrow from Mowbray Road eastbound into Centennial Ave.</p> <p>Comments:</p> <ul style="list-style-type: none"> • Residents and Council would like to keep configuration of Epping Rd during ramp-up period in order to protect Mowbray Rd from additional traffic intrusion. • Many members of the CAG do not believe the modelling predictions of a traffic decrease on Mowbray Rd. • Consider a potential right-turn from Mowbray Rd westbound into Greenlands Rd. • Maintain two eastbound lanes on Mowbray Rd, east of the Ralston traffic signals. • The view is held that the proposal for Ralston signals should incorporate all movements. • CAG members feel that the proposal for Mowbray Rd is good and could be implemented now, but it is recognised that the proposal does not address an increase in traffic volumes as a result of the LCT. <p>Responses to previous questions:</p> <p><i>Viability of traffic proposal near the petrol station needs review due to camber of the road.</i></p> <ul style="list-style-type: none"> • Maintain existing double white lines. <p><i>Check the sight distance for the proposed pedestrian refuge near Felton Street.</i></p> <ul style="list-style-type: none"> • Site distance of 60m required for 60km/hr is available. <p><i>Look at treatments for each end of the 40km/hr school zone.</i></p> <ul style="list-style-type: none"> • No treatment is proposed as this would not be consistent with the remainder of the scheme or school zones throughout Sydney. <p><i>Consider the advantages and disadvantages of installing a pedestrian refuge in Centennial Avenue near Stringybark Creek.</i></p> <ul style="list-style-type: none"> • A pedestrian refuge could be located in the dip where sightlines are good in both directions, however previous Council consideration of this type of proposal did not proceed. • Previous Lane Cove Council proposals for Centennial Rd North will be reviewed by Arup. <p><i>Consider traffic lights or marked crossings as an option to pedestrian refuges.</i></p> <ul style="list-style-type: none"> • These methods of control at crossings would only be appropriate should pedestrian crossing volumes build to meet the warrants. Pedestrian refuges should be installed in the first instance. <p><i>Flashing lights on 40km/h school zone.</i></p>			

Job title	Job number	Date of Meeting	Action
Lane Cove Tunnel - LATM	84597/00	7 December 2005	<ul style="list-style-type: none"> • The RTA have a number of test sites operating with this type of treatment. When the trials are complete it could be expected that the RTA will set guidelines for this type of device. <p><i>Consider controlled crossing instead of refuge at Felton Street</i></p> <ul style="list-style-type: none"> • See above. <p><i>Centennial Avenue to be considered for traffic management devices over full length to Penrose Street.</i></p> <p><i>Describe the reasons why traffic increases are predicted by the modelling on Centennial Avenue.</i></p> <ul style="list-style-type: none"> • The traffic increase predicted for Centennial Avenue is due to the reduction in traffic on Mowbray Road West. This could become an attractive route to Chatswood if the level of traffic decrease does occur. However the predicted change would not be perceivable to the south of Epping Road and this section of Centennial Avenue is an Arterial Road. To the north of Epping Road there is the potential to install a pedestrian refuge. <p>Comments:</p> <ul style="list-style-type: none"> • Residents are not satisfied with the options presented for Centennial Avenue north to date and would like further investigation. <p>2. Gordon Crescent Monitor traffic conditions after tunnel opens.</p> <p>3. Coolaroo Road Monitor traffic conditions after tunnel opens.</p> <p>4. Dalrymple Avenue Monitor traffic conditions after tunnel opens.</p> <p>5. Austin Street – Council Lane – Sera Street Monitor traffic conditions after tunnel opens.</p> <p>6. Howarth Road/Norton Lane</p> <ol style="list-style-type: none"> a) Define traffic lane and driveway access lane in Norton Lane taking account of truck access to Kennards Storage. b) Burley Street egress onto Pacific Highway – consider issues with the vehicle queue back from Gore Hill Freeway signals. c) traffic calming in Helen Street and Burley Street. <p>Identify the document source of the change from two-way to one-way in Norton Lane.</p> <p>7. Parklands Avenue – Longueville Road/Epping Road Increase to green time for local traffic crossing Epping Road</p> <p>8. Centennial Avenue/Epping Road Increase to green time for local traffic crossing Epping Road. Investigate the provision of a right turn westbound from Centennial Avenue into Epping</p>

Job title	Job number	Date of Meeting	Action
Lane Cove Tunnel - LATM	84597/00	7 December 2005	
<p>Road.</p> <p>9. Kimberley Avenue and Mafeking Avenue Maintain PM peak hour left turn ban onto Longueville Road from Kimberley Avenue.</p> <p>10. Finlayson Street and Sutherland Street Possible reintroduction of left turn entry from Centennial Ave into these two streets. Consider relationship with development in Lane Cove Town Centre. This is the responsibility of Lane Cove Council. Several representatives were not in favour of this proposal.</p> <p>11. Moore Street Maintain peak hour gate closure. Would be possible to test traffic reaction to opening route in peak. This is the responsibility of Lane Cove Council. Several representatives were not in favour of this proposal.</p> <p>12. Birdwood, etc. Monitor traffic conditions after tunnel opens.</p> <p>3. Actions from Previous Meeting Information sheet on SCATS operation and potential adjustments to Epping Road (additional green time to intersecting roads) provided to CAG members and are included with the minutes.</p> <p>Additional counts have now been undertaken and will be presented at the next meeting.</p> <p>4. Other Matters</p> <p>5. Next meeting Thursday 9 February 2006</p>			