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Ms Norma Shankie-Williams
Strategic Planning Team Leader
Willoughby City Council
Level 4, 31 Victor Street
Chatswood NSW 2067

Dear Ms Shankie-Williams

Willoughby City Council - Draft Integrated Transport Strategy 2036

The Artarmon Progress Association (APA) welcomes the opportunity to provide comments on the Willoughby City Council Draft Integrated Transport Strategy 2036. The APA has sought and incorporated input in this submission from its members and also encouraged members to make their own submissions.

General comments regarding the strategy document

The APA agrees with the strategies that have been identified and our submission focuses on the measures and initiatives associated with each Strategic Direction as documented in Part 4.

The APA believes there is an asset maintenance aspect missing from the document. There should be initiatives in place to maintain the existing assets such as footpaths, bush tracks, roads, etc.

A number of initiatives have multiple actions. Splitting these into individual initiatives would allow us to be clearer about what we are supporting or not.

The APA notes that many of the initiatives are investigative and involve developing plans or policy. The APA asks that these plans or policies be shared with the community for comment before implementation.

Some actions involving lobbying indicate further funding is required. The APA is interested in whether this additional funding is associated with lobbying or the potential projects that may flow from the action.

Comments regarding Strategies

Direction 1 - Our transport system will be sustainable and minimise negative impacts on the environment

Strategy - Reduce environmental impact of the transport system

APA comment re associated Future Council Initiatives:

- **explore solar power generation for EV charging stations**

The APA supports this initiative for charging stations installed for Council's own use. Solar generation should not be EV specific. Council has a large solar array on the roof of the Albert Avenue carpark. The APA supports initiatives like this that can efficiently supply cheap renewable energy for multiple uses.

- **develop a transport resilience plan**

To be effective, resilience should be a feature of all Council services, not a separate plan.

- **install further electric vehicle charging stations**

The APA supports the installation of infrastructure that supports and encourages electric vehicle use. Some members expressed concern about the high cost of providing vehicle charging stations and believe costs should be recovered from users.

Strategy - Reduce congestion in CBD and local centres

The Strategy notes the impact of through-traffic on Willoughby, yet there is no focus in the Strategy to reduce this. The impact of through-traffic on Artarmon, especially the town centre, is significant. The APA believes additional actions are needed to direct through-traffic away from the area.

As noted in the Strategy, increasing road space to decrease congestion is not realistic or feasible, however the APA believes increasing road efficiency is feasible.

APA comment re associated Future Council Initiatives:

- **advocate for improved state bus infrastructure and services**

The APA supports the actions associated with this initiative with the addition of the following suggestions:

- that a loop bus service between Chatswood, Northbridge and St Leonards include Artarmon
- re-route Bus Route 144 from Royal North Shore Hospital through Artarmon Industrial Area either via Pacific Highway or Elizabeth St.
- extend Bus Route M20. Presently the service terminates in the Artarmon Industrial Area near Bunnings. Instead of returning to Pacific Highway and

the city via Carlotta Street, it should be extended via Carlotta Street, Clarendon Street, and Hotham Avenue, then Pacific Highway to Chatswood.

- **do studies on taxi, car share, rideshare spaces and tonnage limits in the CBD**

The APA supports the actions associated with this initiative. Council needs to ensure that there are adequate drop-off spaces for taxis and ride share in CBD and town centres.

- **lobby the state government for improvements to Chatswood interchange and dedicated bus lanes in peak hour on Eastern Valley Way**

The APA does not support the actions associated with this initiative. Suggested improvements to Chatswood Interchange should firstly be presented to the community for comment. Eastern Valley Way bus lanes will reduce the traffic flow too much. Bus only lanes at signals on Pacific Highway will create more congestion and force traffic onto alternate routes through residential areas.

- **implement works in the CBD including closing streets to vehicles, increasing taxi zones and creating bus lanes**

The APA supports the actions associated with this initiative.

- **do a study into Chatswood CBD orbital roads - Albert (south), Archer (east) and Ashley (north) roads and Pacific Highway**

It is unclear what is intended by this initiative. The APA requests further information before commenting.

- **work with the state government on a study into technology, infrastructure and policy requirements for drone technology in the local government area**

The APA supports the actions associated with this initiative.

Direction 2 - Our transport system will link people travelling between the CBD and the local centres and villages and provide alternative choices for all

Strategy - Increase accessibility across modes

APA comment re associated Future Council Initiatives:

- **dedicate road widening at Pacific Highway and Mowbray Road**

The APA suggests this initiative relates to the Reducing Congestion strategy.

Allowing a right hand turn from Mowbray Road onto Pacific Highway (southbound direction) is critical to avoid rat-runs through Artarmon. The APA urges Council to action this whilst the opportunity is available before the Metro dive site is redeveloped.

Prior to any further Council work on road widening at this intersection, the APA requests Council publish a draft plan of the proposed road widening and consult with the community.

The APA suggests that a Pacific Highway vehicular underpass of Mowbray Road with appropriate ramps providing access to/from Mowbray Road would improve connectivity and reduce congestion.

Alternatively, the APA supports the intersection improvements proposed by one of its members as shown in Figure 1 below:

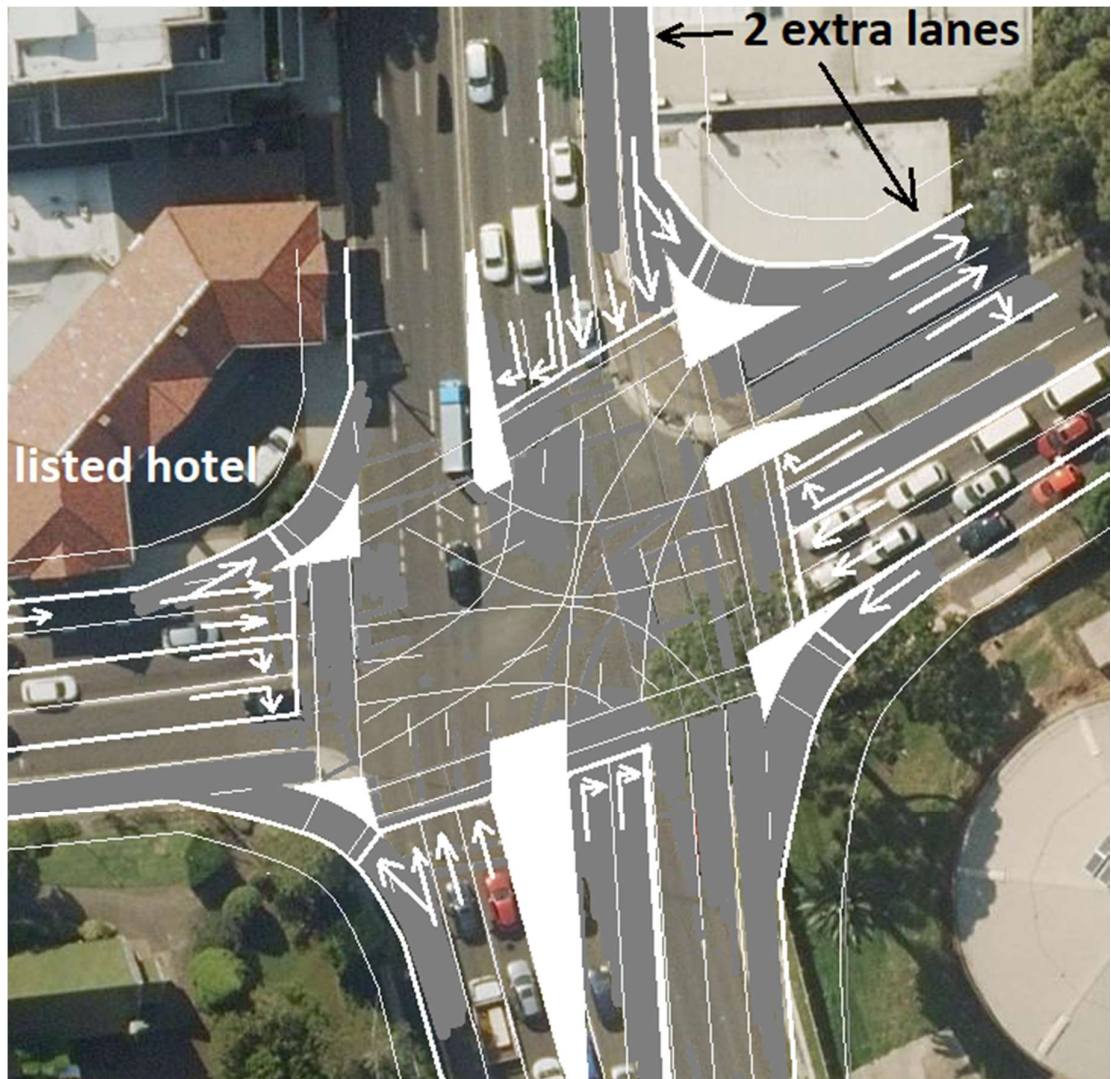


Figure 1 - Proposed Pacific Hwy – Mowbray Rd intersection

In conjunction with the above work, APA supports the improvements to the following roads and intersections as shown in Figures 2 and 3 below:

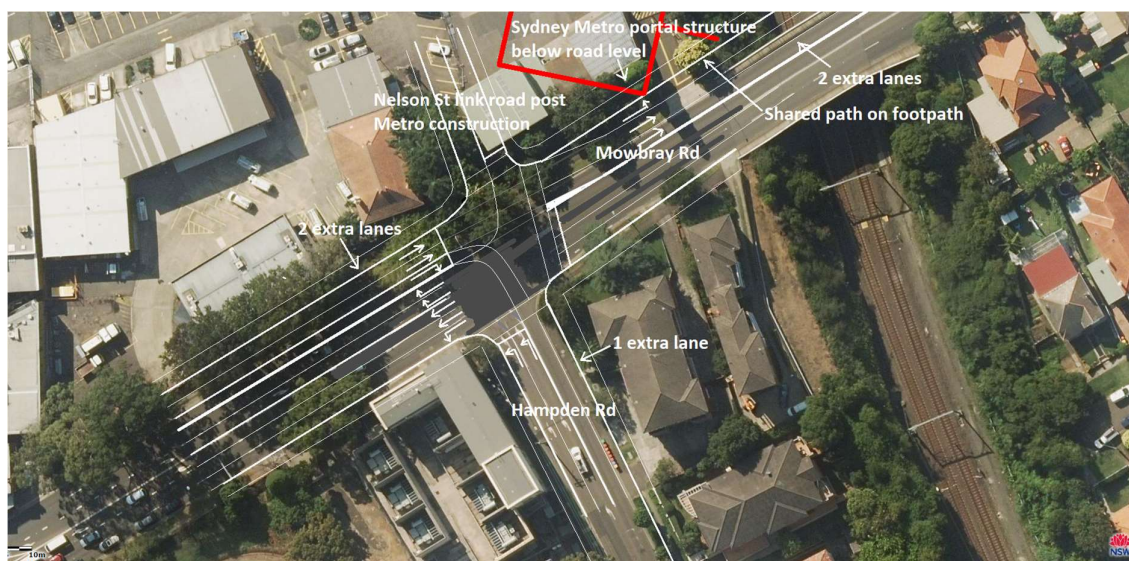


Figure 2 - Proposed Mowbray Rd/Hampden Rd/Metro site permanent intersection

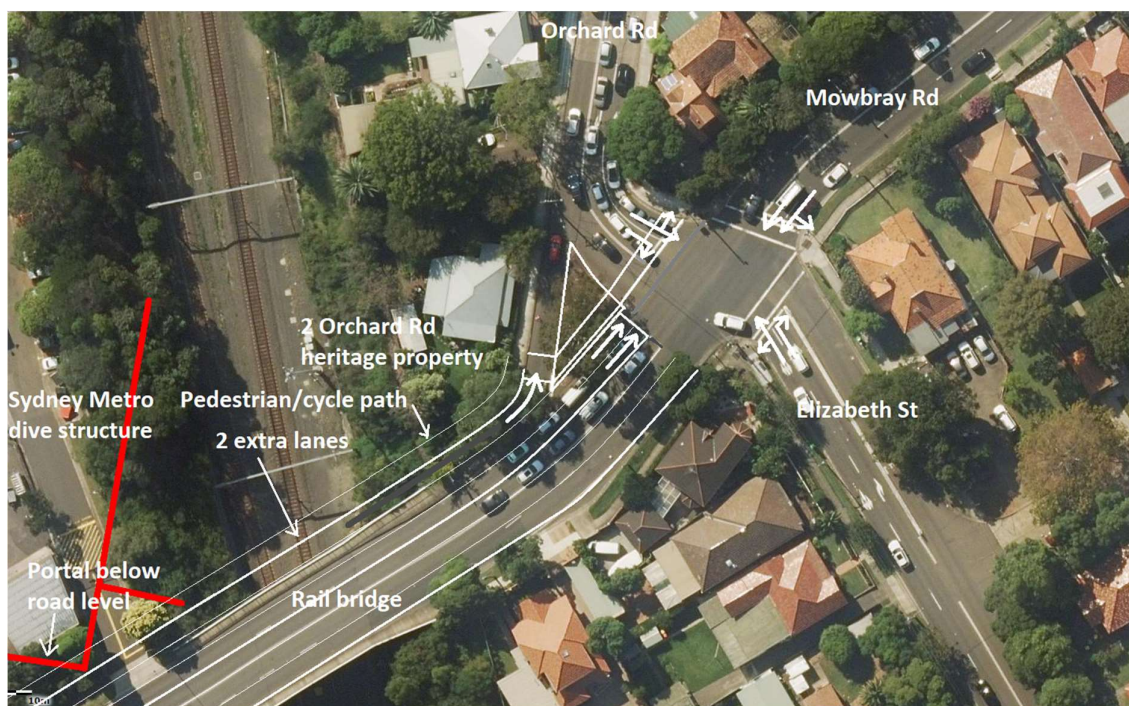


Figure 3 - Proposed Mowbray Rd/Elizabeth St/Orchard Rd intersection

- **lobby the state government to bring mobility / disabled parking restrictions in line with other states**

The APA requests Council publish current restrictions for these parking categories and proposed changes for consultation with the community before any lobbying efforts.

- **develop an accessible parking space policy**

Public parking spaces for the less able should not be governed by a stand-alone policy.

The APA desires a parking strategy for the Chatswood CBD and local centres that takes account of the needs of all users and requires public consultation for all changes. The APA notes that Council has often made changes to parking without consulting the community or notifying the reasons for the change.

The APA desires a parking plan be published for each local centre and its surrounds, and that all changes to parking within these local centre areas are managed as changes to the plan. Most changes to parking in and near local centres have consequences beyond the immediate area. Managing via a plan ensures all needs are considered in the balance of space allocation.

- **develop movement and place plans for all centres, Chatswood CBD and St Leonards**

It is unclear what this means. No action in the appendix explains this in more detail. The APA suggests that a Vibrant Street Corridors Plan be developed for Hampden Road, Artarmon.

Suggestion for Artarmon below:

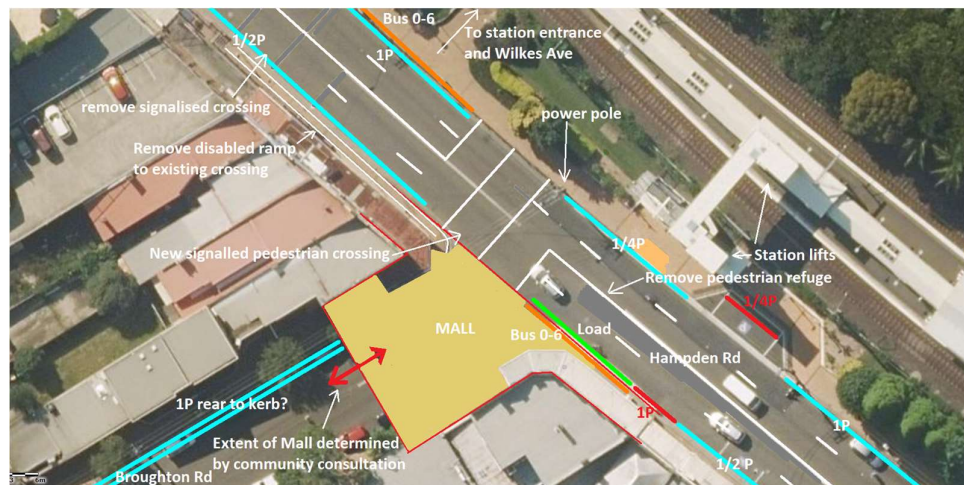


Figure 4 – Proposed Artarmon Village mall and surrounding parking allocation

- **trial a mobility as a service project in and around Chatswood CBD**

The APA requests further information on this initiative in order to comment.

- **lobby state government to develop and implement a trial of autonomous buses in Chatswood CBD**

The APA supports a trial of autonomous public transport services on the North Shore.

The battery component of an autonomous vehicle is relatively cheap. AVs should be required to have sufficient range to require charging only once or twice a day - allowing charging to take place at the vehicle's storage location. Power supply is not a major factor for trials due to low energy volume requirements. Operators of trial vehicles should be required to arrange charging at the vehicle's storage location.

- **develop an active transport plan, including an app, education projects and signage**

The APA supports the actions associated with this initiative.

APA suggested initiatives

- The underpass from Wilkes Ave to Artarmon station is not Disability Discrimination Act (DDA) compliant, as identified in Cardno's Traffic and Transport Plan prepared for Willoughby City Council (2 December 2019). The Artarmon community has expressed concern that this popular thoroughfare is not accessible to everyone. The APA suggests that Council work with Transport for NSW to create/regrade the footpath/ramp from Wilkes Avenue to Artarmon station to provide DDA compliance.
- Buses servicing the Artarmon Loop route are now wheelchair accessible and drivers have received training to increase their understanding of disability issues. However not all bus stops are accessible to passengers requiring wheelchair access so they are unable to use the service. The APA requests that Council ensure all Artarmon Loop bus stops are accessible to passengers requiring wheelchair access.

Strategy - Increase active transport use

APA comment re associated Future Council Initiatives:

- **implement an east-west green connection for walking and cycling**

This sounds like a good initiative however further detail of what is proposed is required before indicating support.

- **work with state government to install end-of-trip facilities at Artarmon, Willoughby and Bicentennial Park**

Bike lockers and racks are available at Artarmon now, but appear poorly used. However, the manner of their installation does not encourage use. The APA desires 'end of trip facilities' be part of a plan that treats the station as a place, as is done for the Sydney Metro stations. A station set in a park is the 'place' design. The Village Green is the remnant of the original 'place' design. The APA wishes to see the 'park' enhanced when facilities are improved. Facilities should be near the station entrance, not scattered along the village green, nor some distance away on Elizabeth Street, nor in the Cameron Avenue carpark.

- **install drink stations, rest stop areas and lighting for key footpaths**

The APA notes the associated action includes toilets, yet this initiative does not. The APA supports the actions associated with this initiative, with toilets being a priority.

- **enhance the safe pedestrian network through lighting, linkages, pedestrian crossings and pedestrian activity mobility plans**

The APA generally supports the actions associated with this initiative although seeks detail regarding the provision of pedestrian weather shelters.

- **complete a study into widening all footpaths to 1.8m**

The APA suggests that footpath widths be suitable for their purpose and supports the widening of footpaths for mobility scooters in areas as required.

- **do a feasibility report on our fleet becoming electric vehicles**

The APA supports this initiative. APA believes this initiative belongs under Environment.

Direction 3 - Our transport system will support community needs while enabling growth

Strategy - Improve safety

APA comment re associated Future Council Initiatives:

- **complete studies and develop priority actions that create 40km/hr shared zones in high pedestrian areas within Chatswood CBD, Artarmon, St Leonards, Northbridge and High Street**

The APA notes that 'Shared Zones' are 10 km/h by regulation. This speed is not appropriate for main streets serving local or regional centres. The APA would welcome a 40 km/h traffic speed on Hampden Rd between Brand Street and McMillan Road (school access road).

The APA would welcome a 10 km/h Shared Zone the full length of Hampden Lane from Barton Rd to Brand St if implemented in a similar manner to Mills Lane West in Chatswood.

- **do a road safety audit on Archer Street between Mowbray and Boundary streets**

The APA supports a plan for road safety auditing covering the entire LGA rather than auditing on an ad hoc basis.

- **explore the feasibility of having CCTV installed on road reserves**

The APA supports this initiative.

Strategy - Enhance the development of places

APA comment re associated Future Council Initiatives:

- **advocate to the state government for public buses fitted with bike loading racks**

The APA supports this initiative.

- **deliver multi-modal plans for Willoughby Park, Bicentennial reserve, and the provision of shuttle buses to the CBD.**

The APA supports this initiative.

Direction 4 - Our transport system will make life easier by using smart city technology to support future growth

The Strategy indicates Council parking data is limited and that Council would benefit from understanding community concerns in detail i.e. where and when the issues are. The APA would be interested in discussing this further to help alleviate parking concerns expressed by members.

Strategy - Increased efficiency in travel and parking demand

APA comment re associated Future Council Initiatives:

- **revise transport requirements within the development control plan to include conditions that reduce parking provisions in new developments that support more sustainable transport options**

The APA supports this initiative however some members have highlighted that, although public transport is accessible, people still require a car.

- **provide driver awareness/education programs that encourage drivers within the Chatswood CBD to use parking guidance technology**

The APA supports this initiative.

- **implement a parking guidance system in Chatswood CBD**

The APA supports this initiative.

- **audit the provision of designated accessible parking**

The APA supports this initiative.

- **advocate to the state government to do a feasibility study of expanded commuter parking at Artarmon**

The APA is concerned that this initiative will increase traffic from other areas into Artarmon. This needs to be done in a way that enhances the vibrancy of the retail precinct while not causing congestion and parking problems for Artarmon residents.

- **continue to implement the street parking strategy**

The APA supports the actions associated with this initiative.

Direction 5 - Our transport system will respond to customer needs and align to council and state government strategies

Strategy - Align to regulation and strategic plans and policies

APA comment re associated Future Council Initiatives:

- **lobby state and federal governments for a working group with greater Sydney councils to review transport and traffic legislation**

The APA does not support such a 'Working Group' as it cuts out private sector organisations and their expertise and voters. The APA would support improvements to state and federal government consultation methods.

- **review our development control plan to incorporate restricting heavy vehicle access in CBD and town centres at peak times**

The APA does not support this initiative. Council should, and does, work with businesses to minimize negative impacts.

Comments Regarding Actions in the Appendix Not Referenced by Strategy Initiatives

Active Transport

To address barriers to walking and cycling caused by major transport corridors such as the Pacific Highway, Gore Hill Freeway and North Shore Rail Line, with request to provide specific details on what locations, actions proposed, likely cost and estimated time frame.

The APA requests Council consult the community on current and possible future pedestrian and cycle crossing points for these roads, rail line and Metro before lobbying state government to implement any improvements to existing crossings and possibly adding others. The APA notes the Beaches Link proposal will remove one of the two footpaths on the Reserve Road motorway overpass.

Encourage district / regional cycling trips through the implementation of priority actions for enhanced safe bike network and facilities as outlined in Council's Bike Plan including:

- **Increase kms of bike paths and bicycle lanes through the implementation of various secondary bicycle infrastructure projects**
- **Increase footpaths, bike racks and drink stations within the CBD and town centres**
- **Explore foldaway bikes / scooters scheme**
- **Design and implementation of the Chatswood to St Leonards shared path along the Pacific Highway**
- **Design and implementation of the Castle Cove to High Street shared paths and bike paths**
- **Design and planning of the Chatswood to St Leonards bike path via Artarmon.**
- **Construction funding of \$6.0M potentially 100% funded by Transport for NSW.**
- **Plan and investigate for the development of a shared path from Chatswood to St Leonards within the rail corridor.**

The APA generally supports these actions but is keen to understand the three proposals to link Chatswood to St Leonards before fully endorsing.

APA suggested initiative:

- The APA requests that Council work with neighbouring Councils to develop a cohesive and safe bicycle network across the Sydney Metropolitan area. Currently there is a patchwork of bicycle infrastructure across the Sydney metropolitan region. There is great bicycle infrastructure in the City of Sydney that Willoughby is not properly connected to, and vice versa. A trip from Willoughby's dedicated cycle infrastructure to the City of Sydney's dedicated cycle infrastructure involves a hazardous pathway through the Pacific Highway. A key problem area is North Sydney. Many APA members support prioritising the connection and coordination of existing bicycle infrastructure.

Congestion

Lobby Transport for NSW for a bus route to be installed along Mowbray Road. Pending any consideration/approval for a bus route then consider through Council's Local Traffic Committee (LTC), a dedicated bus lane in peak hour times on Mowbray Road as a means of reducing congestion and encouraging greater use of public (bus) transport.

The APA questions the need for a bus route along Mowbray Road as it does not directly access a local centre. A bus lane would cut road capacity by 50% and lead to increased congestion.

Lobby Transport for NSW to investigate expanding peak am and pm tidal flow on Pacific Highway north of Albert Avenue to Boundary Street.

The Pacific Highway is essentially two lanes each way with turn lanes and some parking. It is most unlikely that traffic flows are so tidal as to warrant such a drastic change in capacity during peak hours.

However, the APA supports a review of peak hour capacity for the two right turns for traffic on the A38 route to exit the Pacific Highway.

The APA supports a study to remove the A38 route from the Pacific Highway. Two options are a tunnel from Boundary Street to Delhi Road North Ryde, or a tunnel from Boundary Street to the M2/A3 junction which has more benefits for Northern Beaches access.

Lobby Transport for NSW to consider improving traffic flow by:

- All traffic lights on non-state roads turned off / amber between the hours of 11pm and 4am
- Reduce the number of lights or phasing of lights on Pacific Highway
- Turn off red arrows in low flow locations or at low flow periods.

The APA supports point 3 as the absence of arrows still leaves a safe traffic system in place.

The APA requests a safety study for what the alternate traffic controls will be when the lights are not functioning (off/amber).

The Pacific Highway lights and phasing are at a minimum.

The APA requests a cost-benefit study of a reduction in signal cycle time for late night, early morning. In peak hour on the Pacific Highway, it is 150 seconds. This appears to reduce to 90 seconds in the middle of the day. Perhaps 60 seconds or shorter is suitable for late at night.

Lobby Transport for NSW to incorporate upgraded traffic control sensor systems and pedestrian count down timers on all traffic signals installed within Willoughby LGA

The APA supports this action.

Review key travel pattern objectives and outcomes outlined in Willoughby Economic Development Study and develop formal innovative Parking Management Plans, which includes parking pricing, for Chatswood CBD and St Leonards strategic centres utilising information contained in Street Parking Strategy and off-street parking locations.

The APA would require more information before commenting on this.

Investigate and prepare a report on the benefits of car share participation and car pooling

The APA supports car sharing and pooling and believes Council should simply promote the benefits rather than preparing a report.

Liaise with Transport for NSW on possible improvements to traffic flow on Pacific Highway by removing bus stops out of through traffic lanes and creating indented bus layby areas

The APA supports this action at high demand stops.

Accessibility

Install new bus shelters on high priority local road routes linking Chatswood, Artarmon, St Leonards and Northbridge in Council's Annual Capital Works program over the next 5 years

The APA supports this action.

Regulation

Revision of schedule of works program for Voluntary Planning Agreement policy to incorporate sustainable active and public transport options

The APA supports this action.

Develop and Implement a GIS land use plan and development application monitoring and reporting system to track the locations and size of transport changes impacting on land use in Willoughby LGA.

The APA supports this action.

The APA would be happy to discuss its responses in this submission.

Yours faithfully,



Georgina Roussac
President
Artarmon Progress Association

Who we are

The Artarmon Progress Association, Inc. (APA) was founded in 1906 as a not-for-profit group and our objectives are to promote the welfare, physical and intellectual advancement of the suburb of Artarmon and the City of Willoughby, to protect the interests of the residents, and to encourage a keener spirit of citizenship and mutual help amongst residents.

Our newsletter, the Artarmon Gazette, is distributed quarterly to over 5,000 homes and businesses in Artarmon. We regularly communicate with residents and act as a conduit between local residents and elected representatives on matters concerning our local community.