



**Transport
for NSW**



Brendon Roberts
Acting Team Leader – Key Sites Assessment
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2000

Attention: Michelle Nettleford

**Modification request for 6-30 Artarmon Road Willoughby
(Former Channel 9 Site) (MP 10_0198 MOD 1)**

Dear Mr Roberts

Thank you for your letter to Transport for NSW (TfNSW) advising a modification request MP10_0198 MOD 1 for the former Channel 9 Site at 6-30 Artarmon Road Willoughby. This response has been prepared in consultation with Roads and Maritime Services (Roads and Maritime).

Further detail is provided in the attached annexure, in summary:

- It is not clear where any additional funding for the Willoughby Road / Artarmon Road / Small Street Intersection upgrade will be sourced from if the cost exceeds \$3 million. Roads and Maritime should be formally consulted on the design for the intersection improvements as any modifications to traffic control signals requires consent from Roads and Maritime under Section 87 of the Roads Act. TfNSW should be consulted on, and agree in writing, to any proposal to relocate the high patronage bus stop TSN 206879.
- Impacts on the significant number of bus services using Willoughby Road need to be minimised by the implementation of a comprehensive Construction Pedestrian Traffic Management Plan (CPTMP).

Thank you for the opportunity to comment on this Major Project Modification Request. The TfNSW contact for this matter is Tim Dewey, Senior Transport Planner who may be contacted by phone on 8202-2188 or email Tim.Dewey@transport.nsw.gov.au.

Yours sincerely

19/10/16

Mark Ozinga
Principal Manager
Land Use Planning and Development

CD16/11159

Willoughby Road / Artarmon Road / Small Street Intersection upgrade

The proponent proposes an arrangement with Willoughby Council whereby a \$3 million contribution is proposed to upgrade the above intersection to allow for greater traffic flow from Willoughby Road onto Artarmon Road through the creation of a slip lane. This raises a number of issues including:

- It is unclear where any additional funding will be sourced from if the cost of the intersection exceeds \$3 million. This needs to be resolved and clarified between all parties involved.
- Roads and Maritime should be involved from the outset in the design for any intersection improvements given that Willoughby Road is a State Road. Roads and Maritime would also need to approve any changes to the traffic signals.
- The GTA analysis should clarify that the intersection is currently 'no right turn' from 0600-2200 weekdays. Therefore, the analysis that attributes the loss of performance to traffic from the leisure centre on Small Street may not be wholly correct and may need to be re-examined.
- As currently proposed the intersection design will have a detrimental impact on a significant bus stop (designation TSN 206879) which is serviced by routes 257, 272, 343 and M40. On a weekly average, over 1800 customers utilise TSN 206879. If the stop is moved or altered in any way this may have a detrimental impact to existing customers. Detailed consultation of the impacts of the bus stop through discussion with TfNSW is required before any change to the location of the bus stop could be considered. The concept layout (p.22 GTA Traffic Impact Assessment) offers limited options of where the stop can be repositioned, particularly when the road network is considerably constrained (see below)



Recommendation:

There needs to be prior agreement on where any additional funding for the intersection works will be sourced from if the cost exceeds \$3 million. The applicant is to obtain in-principle approval from Roads and Maritime. TfNSW will work with the proponent to explore possible alternative locations for bus stop TSN206879. TfNSW would also need to provide approval in writing for the relocation of bus stop TSN206879.

Construction Pedestrian Traffic Management Plan (CPTMP)

It is important that construction traffic on Willoughby Road does not adversely impact the significant existing bus operations.

Recommendation:

Provide a draft Construction Pedestrian Traffic Management Plan (CPTMP) to specifically but not limited to:

- Location of the proposed work zone
- Haulage routes
- Construction vehicle access arrangements
- Proposed construction hours
- Estimated number of construction vehicle movements;
- Construction program
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works
- Pedestrian and bicycle rider movements along footways and cycleways should be maintained at all times during construction activities, particularly along Captain Cook Drive; and
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP