

Intersection improvements on Edinburgh Road at Eastern Valley Way, Castlecrag

Engagement Summary

Roads and Maritime Services | March 2019



Executive summary

This report provides a summary of Roads and Maritime Services' engagement with the community and key stakeholders about proposed intersection improvements on Edinburgh Road at Eastern Valley Way, Castlecrag.

The proposal was developed after Roads and Maritime carried out a review of the intersection at Eastern Valley Way and Edinburgh Road, Castlecrag to improve safety and efficiency. The review was in response to residents' concerns and requests to provide a dedicated right turn arrow from Edinburgh Road onto Eastern Valley Way and improve safety for pedestrians.

Currently, westbound motorists find it difficult to safely turn right as there is no dedicated phase in the traffic lights for this movement.

Key changes in the original proposal were designed to address this issue and improve safety:

- Installing a dedicated right turn lane for vehicles turning right from Edinburgh Road into Eastern Valley Way.
- Permanently removing six parking spaces on the northern side of Edinburgh Road to allow for the new right turn lane.
- Removing 26 parking spaces on the southern side of Edinburgh Road during peak times to manage congestion.

On 28 February 2018 Roads and Maritime Services sent a letter (Appendix A) informing the community and key stakeholders about the proposed improvements to the intersection (Appendix B). The notification outlined the key changes to the intersection to improve safety and efficiency. The letter also invited members of the community who wanted to know more about the proposal to an information kiosk held at the Quadrangle Shopping Village on 17 March 2018.

Key local community groups and Willoughby Council were also informed about the proposal and invited to comment.

We received the following feedback:

- 87 written responses from businesses, residents, and other stakeholders.
- Verbal feedback from door knocking 10 businesses and 22 residences along Edinburgh Road impacted by the proposal.
- Two petitions opposed to parking removal from residents submitted to the local council with 132 and 173 signatures.

In summary, the businesses and residents who were not directly impacted by the changes to parking restrictions supported the intersection improvements. There was general consensus that traffic congestion is an issue at the Edinburgh Road intersection with Eastern Valley Way and changes were needed to improve traffic flow. Some businesses and residents directly affected by proposed loss of parking did not believe the loss of parking was balanced by the safety improvements made by the proposal.

In summary, the key matters raised were:

- Safety at the intersection of Edinburgh Road and Eastern Valley Way.
- Consideration of a right turn arrow at the intersection for motorists turning from Edinburgh Road into Eastern Valley Way northbound.
- How the proposal would affect the "village" amenity of Castlecrag.

- The impact of taking away parking near businesses.
- Removal of parking on the southern side of Edinburgh Road near residents.

Benefits of the proposed changes to the intersection include:

- Providing a safe turning condition for motorists wanting to turn right from Edinburgh Road westbound onto Eastern Valley Way northbound.
- Improving pedestrian safety by implementing pedestrian protection with red right turn arrows to hold traffic while pedestrians cross.
- Maintaining current intersection efficiency for Eastern Valley Way while providing additional safety while turning right from Edinburgh Road.

The decision

Roads and Maritime would like to thank everyone who provided feedback.

After listening to the community about concerns around parking availability and the ability of residents to park near local businesses, Roads and Maritime have decided to progress the project with a number of changes to the scope.

The revised scope of the project now does not include adding an additional lane from Edinburgh Road east turning north into Eastern Valley Way. The right turn lane in place currently will be used for a dedicated right turn traffic light phase and the left lane will be used for through and left turn movements.

Other changes include reducing the number of parking spaces required to be removed from 26 during peak periods and 6 permanently, to just 11 parking spaces removed, during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only. The hours of peak time parking restrictions have been reduced from four hours during the morning and afternoon periods, to 2.5 and three hours in the morning and afternoon peaks, respectively.

These changes mean the six parking spaces on the northern side of Edinburgh Road no longer need to be removed and no permanent parking removal is required.

The revised proposal will result in parking restrictions to:

- Six parking spaces on Edinburgh Road, east of Eastern Valley Way, between *7:00am and 9:30am Monday to Friday* in front of 100 Edinburgh Road, Castlecrag. Alternate parking spaces are available in Edinburgh Road and off-street car parks.
- Five parking spaces on Edinburgh Road, west of Eastern Valley Way, between *6:30am and 9:30am Monday to Friday* in front of 74 to 80 Edinburgh Road, Willoughby. It is noted that the residential properties along this section of Edinburgh Road have off-street parking available. There is also street parking available in nearby local streets that could be used during the times that the parking restrictions apply.
- 15 parking spaces on Edinburgh Road, west of Eastern Valley Way, between *3:30pm and 6:30pm Monday to Friday* in front of 68 to 80 Edinburgh Road, Willoughby. It is noted that the residential properties along this section of Edinburgh Road have off-street parking available. There is also street parking available in nearby local streets that could be used during the times that the parking restrictions apply.

Parking will be permitted in Edinburgh Road outside of the above-mentioned restrictions where it is currently permitted to do so.

Contents

Executive summary	3
The decision	4
Introduction	6
Background	6
The original proposal	6
Engagement approach.....	8
Engagement objectives	8
How engagement was done	8
Engagement summary	9
Overview	9
Feedback and Roads and Maritime's responses	9
Feedback Summary and Roads and Maritime Response	10
Out of Scope	21
Decision	23
Appendices	24
Appendix A – Notification – February 2018	24
Appendix B – Distribution Area	26

Introduction

Background

Roads and Maritime Services responded to community and resident concerns about the safety of the intersection of Edinburgh Road and Eastern Valley Road. Residents had also asked for a dedicated right turn from Edinburgh Road onto Eastern Valley Way.

A review was carried out to consider potential improvements to the safety and efficiency of the intersection.

Currently, motorists experience delays when travelling west on Edinburgh Road due to lanes being blocked by parked cars. Crash data demonstrates that there have been seven pedestrian crashes at this intersection in the last 10 years.

Residents have expressed concerns about the safety of turning right from Edinburgh Road onto Eastern Valley Way and asked for a dedicated right turn lane. This proposal will provide that lane and make turning safer and easier for motorists.

Westbound vehicles turning into Third Avenue and Fourth Avenue from Edinburgh Road West block traffic until they complete their movement, removal of parking removes this restriction.

Roads and Maritime assessed a number of options using traffic models, including queue length and delay. The preferred option was able to alleviate safety concerns at the intersection without reducing the efficiency of the intersection during either the AM or PM peak times.

Parking restrictions need to be implemented to ensure efficient operation of the intersection.

Without the removal of parking, a dedicated right turn movement from Edinburgh Road into Eastern Valley Way for the residents of Castlecrag and other road users will result in additional delays because vehicles need to be held on Eastern Valley Way and Edinburgh Road while the turn movement is completed.

If parking is not removed and the dedicated right turn movement is implemented the queues on Edinburgh Road would queue past the roundabout at Rutland Avenue.

Alternate parking is available in the Council car park accessed from Chandler Lane, within the Quadrangle Shopping Village and in surrounding local streets.

The original proposal

Roads and Maritime has developed a proposal to install a dedicated right turn and improve pedestrian safety in response to resident's requests.

Currently, westbound motorists find it difficult to safely turn right as there is no dedicated phase in the traffic lights for this movement. Key changes that will be made to address this issue and improve safety include:

- Installing a dedicated right turn lane for vehicles turning right from Edinburgh Road into Eastern Valley Way.
- Permanently removing six parking spaces on the northern side of Edinburgh Road to allow for the new right turn lane.
- Removing 26 parking spaces on the southern side of Edinburgh Road during peak times to manage congestion.

The preferred option represented the minimum extent of parking removal required to provide the right turn from Edinburgh Road whilst maintaining throughput on Eastern Valley Way and Edinburgh Road.



Figure 1 – Original proposed intersection improvements on Edinburgh Road and Eastern Valley Way, Castlecrag

Engagement approach

Engagement objectives

Roads and Maritime engages with the community to understand their concerns and needs when proposing changes to our road network, so that this feedback can be considered as part of the decision making process where possible.

This allows Roads and Maritime to:

- Seek comment, feedback, ideas and suggestions for consideration when making a decision on a matter that has not yet been determined
- Advise directly affected stakeholders of changes and/or proposals
- Build a database of interested and concerned community members to continue engagement with during the project's development and delivery
- Advise the community on how they can obtain further information and provide feedback.

How engagement was done

Roads and Maritime used an engagement approach for this project to:

- Engage with the community about the proposed upgrades to the Edinburgh Road and Eastern Valley Way intersection so the community's comments and ideas could be assessed and considered when deciding how to proceed with the project.

Roads and Maritime commenced engagement with the community and stakeholders on 28 February 2018 by sending 5200 letters (Appendix A) to local residents inviting feedback via email or by calling the project team. The Member for Willoughby, The Hon. Gladys Berejiklian was briefed on the project on 23 January 2018 and 9 May 2018.

Engagement activities are outlined below in **Table 1**.

Method	Event	Date
	Briefed Willoughby Council	8 May 2018
	Briefed Castlecrag Progress Association	20 February 2018
	Door knocked 10 impacted businesses and 22 impacted residential properties along Edinburgh Road	13 December 2018
Project Update Distribution	Distribution of notification (see Appendix A) to properties within the distribution area (see Appendix B).	28 February 2018
Information session	Roads and Maritime will held an information kiosk session at the Quadrangle Shopping Village on Saturday, 17 March, 2018 from 10am to 12pm.	17 March 2018

Table 1 – Community and stakeholder engagement

Feedback on the proposed intersection upgrades was accepted by the Project Manager, Dean Simmonds, on 0429 672 308 or via email dean.simmonds@rms.nsw.gov.au.

Engagement summary

Overview

We received the following feedback:

- 87 written responses from businesses, residents, and other stakeholders
- Verbal feedback from door knocking 10 businesses and 22 residences along Edinburgh Road impacted by the proposal.

In summary, the key matters raised were:

- Safety at the intersection of Edinburgh Road and Eastern Valley Way.
- Consideration of a right turn arrow is at the intersection for motorists turning from Edinburgh Road into Eastern Valley Way northbound.
- How the proposal would affect the “village” amenity of Castlecrag.
- The impact of taking away parking near businesses.
- Removal of parking on the southern side of Edinburgh Road near residents.

Feedback and Roads and Maritime’s responses

Roads and Maritime has summarised the feedback received on this proposal and provided responses in Tables 3 and 4).

All comments have been considered to help Roads and Maritime make decisions on the proposed intersection improvements. Matters raised during engagement that are outside of the scope of the proposal will be forwarded to the relevant bodies/departments.

Feedback Summary and Roads and Maritime Response

Category	Feedback	Roads and Maritimes' response
Proposal justification and support	This project should proceed because safety is the number one priority and is more important than convenience. Removing some parking is an acceptable loss to improve safety. More people benefit from an increase in safety than a small loss in parking.	Roads and Maritime revised the proposal following community feedback and have achieved improved pedestrian safety and efficiency outcomes without having as much of an effect on the “village feel” of the Castlecrag Village but reducing the number of restricted parking spaces and eliminating all permanent parking space removal from the proposal.
	Turning right from Edinburgh Road from Castlecrag into Eastern Valley Way can be stressful and can take several traffic light cycles. Residents are concerned about safety at the intersection without a dedicated right hand turn arrow.	The installation of a dedicated right turn lane from Edinburgh Road into Eastern Valley Way northbound will make turning right safer and easier for motorists. Installing this dedicated right turn with a traffic light phase will help motorists confidently turn into Eastern Valley Way with a specific right turn movement in the traffic light sequence.
	Problems turning right are caused by indecision of drivers, especially not knowing if drivers from opposite direction are going straight or turning.	
	Residents have seen accidents between cars and pedestrians at this intersection.	The proposed upgrades will improve pedestrian safety at the intersection by implementing pedestrian protection with red right turn arrows to hold traffic whilst pedestrians cross.
	Update your traffic modelling to take into account plans to enlarge the shopping centre.	Roads and Maritime assess Development Applications on a case by case basis. Once the DA is submitted and assessed, RMS will re-evaluate the impacts prior to approval.
Right turn lane options	A right turn arrow is needed.	The proposal will introduce a right turn arrow from Edinburgh Road into Eastern Valley Way northbound.

Category	Feedback	Roads and Maritimes' response
	A right turn lane is needed.	The proposal introduces a dedicated right turn lane from Edinburgh Road into Eastern Valley Way northbound with a right arrow traffic light phase.
	Add pedestrian crossing protection by using red right turn arrows while pedestrians cross Eastern Valley Way.	The proposed upgrades will improve pedestrian safety at the intersection by implementing pedestrian protection with red right turn arrows to hold traffic whilst pedestrians cross.
	Create two right turn only lanes from west side of Edinburgh Road into dedicated lanes on Eastern Valley Way, which would remove need for right turn lane.	The western leg of the intersection has a single right turn lane that turns into two dedicated travel lanes.
	Motorists currently drive straight through this intersection and turn right at Fourth Avenue so they don't have to turn right at Eastern Valley Way. Why not ban people turning right onto Eastern Valley Way from Edinburgh Road and let them turn right further down.	Fourth Avenue is a local road, catering for local traffic and residents. Eastern Valley Way is a state road, intended to provide unhindered cross-regional access for commuters as well as goods and transport. Large volumes of traffic are catered for by the State Road Network, freeing up local roads from traffic.
	Make the right turn lane out of Castlecrag share the same lane as traffic going straight through.	Modelling has shown that a dedicated right turn lane is required to maintain safety and efficiency at the intersection.
	Driving straight through to Edinburgh Road from east to west under this proposal would require a dogleg.	The proposal provides upgrades as well as an introduction of some parking restrictions to allow vehicles to drive through Edinburgh Road from east to west without a dogleg movement.
Safety	Some pedestrians have already been hit at this intersection and residents believe there may have been up to 20 near misses when using northern pedestrian crossing of Eastern Valley Way.	The proposed upgrades will improve pedestrian safety at the intersection by implementing pedestrian protection with red right turn arrows to hold traffic whilst pedestrians cross.

Category	Feedback	Roads and Maritimes' response
	Parents of local preschool, primary and high school are worried about pedestrian safety for children.	Pedestrian safety of local preschool, primary and high school students is improved by the additional pedestrian protection of this proposal, red right turn arrows to hold traffic whilst pedestrians cross.
	Very concerned about how safety at the intersection will be addressed in future, especially if the shopping centre development adds more traffic to the area.	Roads and Maritime assess Development Applications on a case by case basis. Once the DA is submitted and assessed, RMS will re-evaluate the impacts prior to approval.
	Cars leaving Castlecrag are so focused on the oncoming traffic they aren't aware of pedestrians.	The dedicated right turn and the red light turn arrow proposed will provide protection.
	Traffic light and power pole on the northwest side of Edinburgh Road to Eastern Valley Way obstructs views of children waiting to turn left.	The proposal introduces a safer intersection for pedestrians whilst maintaining efficiency. Additional pedestrian protection included in this proposal includes red right turn arrows to hold traffic whilst pedestrians cross Eastern Valley Road.
	Safety for pedestrians crossing Eastern Valley Road on the southern side of Edinburgh is the main concern.	Roads and Maritime will continue to monitor the crossing on the southern side of Edinburgh Road. The proposal is to improve the northern side of the intersection.
	A lane of traffic right next to the footpath will make sitting outside less safe. Vehicles increasing speed along the edge lanes of Edinburgh Road will lower pedestrian safety in the village.	The proposed parking restrictions during peak periods will maintain the village atmosphere of Castlecrag at other times of the day. The proposal encourages pedestrians to cross at the pedestrian crossings with lights located at the intersection.
Traffic light phasing and pedestrian light options	A short phase for people turning right would help the situation. A green right turn arrow for 20 seconds before the opposite side traffic starts moving straight ahead could solve this.	The traffic light right turn phase will be optimised to maximise the efficiency of the intersection and the performance of the road network.

Category	Feedback	Roads and Maritimes' response
	Change phasing to put a right turn arrow and straight arrow on second lane and leave left hand lane as currently is for left and straight ahead.	Modelling showed that a dedicated right turn lane with a red arrow is required to maintain efficiency and provide pedestrian protection at the intersection.
	Other phasing options could be considered to make it so parking arrangements aren't changed.	Modelling showed that the temporary removal of parking at peak periods is required for increasing safety and efficient operation of the intersection. The number of parking changes has been reduced from the original proposal. From six parking spaces permanently removed and 26 parking spaces restricted, to no permanent removals and just 11 parking spaces restricted during weekday morning peak times and 15 parking spaces restricted during weekday afternoon peak times.
	Change phasing so when a red light appears for traffic turning right from Edinburgh onto Eastern Valley Way there is a 10 second delay where the red light is frozen and red in all directions allowing the traffic in the intersection to clear.	Traffic modelling showed that the proposed phasing configuration is required for the efficient operation of the intersection whilst providing safety improvements. The right turn phase will be optimised to minimise the impact on the network.
	Is the standard of separation at intersections always strictly adhered to?	The intersection is designed in accordance with Austroads and RMS Guidelines.
	Adding right turn phase will slow the intersection down more.	Modelling shows the intersection will have minor impacts and will be optimised to maximise safety and efficiency.

Category	Feedback	Roads and Maritimes' response
	Can you have a longer pedestrian crossing time before it blinks red?	The length of time that the green pedestrian signal is displayed is only intended only to enable pedestrians to leave the curb to start crossing the road. The flashing red pedestrian signal is displayed after the green pedestrian signal for a length of time that enables a slow moving pedestrian to cross the full width of the roadway. The walking speed used to determine this time is less than a normal walking speed, and therefore takes into account the elderly, the mobility impaired and children.
	Can you add a pedestrian crossing countdown clock?	Pedestrian Countdown timers are not currently part of this project.
	Show the pedestrian crossing green light for a few seconds before giving green for traffic turning into the same path as the pedestrians.	The proposal introduces a red turn arrow to protect pedestrians whilst they cross Eastern Valley Way.
	Pedestrians should only be allowed to cross on the southern side of Edinburgh Road at the intersection as this would improve safety and allow people to turn right. This would also not require removing car parks.	Roads and Maritime has no plans to remove the pedestrian crossing at this time.
	Repaint the pedestrian crossings.	The pedestrian crossings will be repainted as part of the works for this proposal.

Category	Feedback	Roads and Maritimes' response
	Put red light cameras on the right turn from Castlecrag and northbound on Eastern Valley Way.	Under the NSW Speed Camera Strategy, which details a multi-faceted approach to speed enforcement, education and engineering, motorists are able to nominate speed camera locations by visiting www.saferroadsnsw.com.au .
	Restricting parking on south side of Edinburgh Road west of Eastern Valley Way is overdue. However there should be some parking opposite the intersection. Support for parking restrictions on north and south side of Edinburgh near shops but not any permanent removal.	We have listened to customer concerns and our revised proposal introduces a lower number of parking restrictions than the original proposal. The proposal introduces temporary parking changes during peak periods on the southern side of Edinburgh Road but does not require the removal of parking spots permanently, including now no longer removing parking spaces on the north side of Edinburgh Road.
Business parking	Support for parking restrictions on western end of Edinburgh Road.	The proposal introduces temporary parking restrictions on the western end of Edinburgh Road during peak periods. It now does not include removal of parking spaces on the north side of Edinburgh Road.
	Removing parking during peak times makes sense, only if the bus stop is relocated further east.	The bus stop location is remaining. There is low frequency of buses stopping at this location so the effect on traffic is minimal.
	Too many car parking spaces are being taken. Removal of parking would turn the road into nothing more than a traffic thoroughway.	The original proposal required the removal of 26 parking spaces during peak times and the permanent removal of six parking spaces. We have listened to the community about the effect of removing parking in this location and Roads and Maritime's revised proposal now only requires 11 parking spaces during weekday morning peak period and 15 parking spaces during the weekday afternoon peak period. The removal of some parking during peak periods maintains the efficiency of the intersection and enhances pedestrian safety.
	Many shops wouldn't survive if street level parking was taken away. Removing car parks near the shops would reduce custom for businesses.	The proposal introduces short term removal of parking spaces only during peak periods, which will maintain the efficiency of the road while having a smaller effect on the local amenity and the ability of customers to park near businesses. There will now be no parking removed from the north side of Edinburgh Road. On the south side of Edinburgh Road

Category	Feedback	Roads and Maritimes' response
		there will be just six parking spaces that are not available for parking during the weekday morning peak time of 7am-9.30am.
	Can short term parking at the rear lane of the northern shops be provided?	The proposal introduces an upgrade for the intersection. Provision of parking at other locations is not in the scope of the project. This request will be forwarded to Willoughby Council as the lane is a local road.
	The existing disabled parking spot on the south side of Edinburgh Road is taken up by the clearway hours and there is no other replacement offered.	Alternative disabled parking is available at the shopping centre.
	Dedicated right turn lane is not necessary if the southern lane is free of parked cars. Two lanes with right turn arrow is all that would be required if the southern lane was free of parking.	Modelling recommended that a dedicated right turn lane be installed to provide pedestrian protection as well as maintaining efficiency at the intersection.
	Removing parking at southern side of Edinburgh west of the intersection makes sense.	Roads and Maritime thanks you for your support.
	Taking away 26 parking spaces on southern side of Edinburgh Road would reduce amenity.	<p>The proposal introduces short term removal of parking spaces only during peak periods, which will maintain the efficiency of the road while having a smaller effect on the local amenity and the ability of customers to park near businesses.</p> <p>After listening to the community Roads and Maritime has revised the proposal down from removing 26 parking spaces during peak periods and 6 permanently, to just 11 parking spaces restricted during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only.</p> <p>On the south side of Edinburgh Road in the morning that means six parking spaces east of Eastern Valley Way would be restricted from 7am to 9.30am and five parking spaces west of Eastern Valley Way would be restricted from 6.30am to 9.30am.</p> <p>In the afternoon 15 parking spaces on the south side of Edinburgh Road west of Eastern Valley Way would be restricted from 3.30pm to 6.30pm.</p>

Category	Feedback	Roads and Maritimes' response
Residential parking	Taking away 26 parks on southern side of Edinburgh Road would move more cars to side streets (Windsor Road, Second, Third and Fourth Avenues).	<p>The proposal introduces short term removal of parking spaces only during peak periods, which will maintain the efficiency of the road while having a smaller effect on the local amenity and the ability of customers to park near businesses.</p> <p>After listening to the community Roads and Maritime has revised the proposal down from removing 26 parking spaces during peak periods and 6 permanently, to just 11 parking spaced restricted during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only.</p> <p>On the south side of Edinburgh Road in the morning that means six parking spaces east of Eastern Valley Way would be restricted from 7am to 9.30am and five parking spaces west of Eastern Valley Way would be restricted from 6.30am to 9.30am.</p> <p>In the afternoon 15 parking spaces on the south side of Edinburgh Road west of Eastern Valley Way would be restricted from 3.30pm to 6.30pm.</p> <p>Residential properties in front of the area where parking is restricted during the afternoon peak have off-street parking available. There is also street parking available in nearby local streets that could be used during times the parking restrictions apply.</p>
	Taking away 26 parks on southern side of Edinburgh Road would make bus pick up and drop off less safe.	The bus stop location is remaining. There is low frequency of buses.
	Taking away 26 parks on southern side of Edinburgh Road would make transport of children to day care and kindergarten less safe.	<p>The proposal increases the safety of pedestrians whilst maintaining efficiency of the intersection.</p> <p>After listening to the community Roads and Maritime has revised the proposal down from removing 26 parking spaces during peak periods and 6 permanently, to just 11 parking spaced restricted during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only.</p> <p>On the south side of Edinburgh Road in the morning that means six parking spaces east of Eastern Valley Way would be restricted from 7am to 9.30am and five parking spaces west of Eastern Valley Way would be restricted from 6.30am to 9.30am.</p> <p>In the afternoon 15 parking spaces on the south side of Edinburgh Road west of Eastern Valley Way would be restricted from 3.30pm to 6.30pm.</p>

Category	Feedback	Roads and Maritimes' response
	<p>Taking away 26 parks on southern side of Edinburgh Road would make entering and exiting driveways less safe.</p>	<p>New proposal introduces short term parking restrictions on peak periods.</p> <p>Entry and exit are to residential area – slow manoeuvres are acceptable.</p> <p>After listening to the community Roads and Maritime has revised the proposal down from removing 26 parking spaces during peak periods and 6 permanently, to just 11 parking spaced restricted during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only.</p> <p>On the south side of Edinburgh Road in the morning that means six parking spaces east of Eastern Valley Way would be restricted from 7am to 9.30am and five parking spaces west of Eastern Valley Way would be restricted from 6.30am to 9.30am.</p> <p>In the afternoon 15 parking spaces on the south side of Edinburgh Road west of Eastern Valley Way would be restricted from 3.30pm to 6.30pm.</p>
	<p>Taking parking away from the southern side of Edinburgh Road on the western end of the intersection would disrupt out of hours workers vehicle access.</p>	<p>New proposal introduces short term parking restrictions on peak periods.</p> <p>After listening to the community Roads and Maritime has revised the proposal down from removing 26 parking spaces during peak periods and 6 permanently, to just 11 parking spaced restricted during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only.</p> <p>On the south side of Edinburgh Road in the morning that means six parking spaces east of Eastern Valley Way would be restricted from 7am to 9.30am and five parking spaces west of Eastern Valley Way would be restricted from 6.30am to 9.30am.</p> <p>In the afternoon 15 parking spaces on the south side of Edinburgh Road west of Eastern Valley Way would be restricted from 3.30pm to 6.30pm.</p> <p>Residential properties in front of the area where parking is restricted during the afternoon peak have off-street parking available. There is also street parking available in nearby local streets that could be used during times the parking restrictions apply.</p>

Category	Feedback	Roads and Maritimes' response
	Displaced vehicles will be moved into side streets that are already well used.	<p>The proposal introduces short term removal of parking spaces during peak periods.</p> <p>After listening to the community Roads and Maritime has revised the proposal down from removing 26 parking spaces during peak periods and 6 permanently, to just 11 parking spaces restricted during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only.</p> <p>On the south side of Edinburgh Road in the morning that means six parking spaces east of Eastern Valley Way would be restricted from 7am to 9.30am and five parking spaces west of Eastern Valley Way would be restricted from 6.30am to 9.30am.</p> <p>In the afternoon 15 parking spaces on the south side of Edinburgh Road west of Eastern Valley Way would be restricted from 3.30pm to 6.30pm.</p> <p>Residential properties in front of the area where parking is restricted during the afternoon peak have off-street parking available. There is also street parking available in nearby local streets that could be used during times the parking restrictions apply.</p>
	A local resident already needs 1.5 lanes to enter his driveway due to a wide turning arc. Making the inside lane a through lane for longer will make that less safe.	<p>Entry and exit from driveways in this area are to residential properties – slow manoeuvres are acceptable.</p> <p>After listening to the community Roads and Maritime has revised the proposal down from removing 26 parking spaces during peak periods and 6 permanently, to just 11 parking spaces restricted during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only.</p> <p>On the south side of Edinburgh Road in the morning that means six parking spaces east of Eastern Valley Way would be restricted from 7am to 9.30am and five parking spaces west of Eastern Valley Way would be restricted from 6.30am to 9.30am.</p> <p>In the afternoon 15 parking spaces on the south side of Edinburgh Road west of Eastern Valley Way would be restricted from 3.30pm to 6.30pm.</p>
	When a petition from Fourth Avenue residents asking for "no right turn" was sent on 15 November 2017 why wasn't this considered?	<p>The petition was considered. Willoughby Council deemed the right turn is required to maintain access for local residents.</p> <p>Low volume of vehicles used the right turn on to Fourth Avenue to skip Eastern Valley Way. The improvements at</p>

Category	Feedback	Roads and Maritimes' response
	Why does safety while turning right from Edinburgh Road outweigh the risk of accidents exiting driveways?	the intersection of Eastern Valley Way will restore these movements to the State Road Network.
	Removing parking during peak times makes sense, only if the bus stop is relocated further east.	The bus stop location is remaining. There is low frequency of buses.
	Removal of car parking near shops will make it hard to use the shops.	Proposed restrictions to the parking only takes place during peak periods. There will now be no parking removed from the north side of Edinburgh Road. On the south side of Edinburgh Road there will be just six parking spaces that are not available for parking during the weekday morning peak time of 7am-9.30am.
	Removing parking will impact the village atmosphere and increase speed of traffic through the shops making it less safe.	The parking restrictions during peak periods maintain the village atmosphere of Castlecrag. There will now be no parking removed from the north side of Edinburgh Road. On the south side of Edinburgh Road there will be just six parking spaces that are not available for parking during the weekday morning peak time of 7am-9.30am.
Shopping village amenity	Removing parks will make it impossible to cross the road between the shops.	The proposal introduces additional pedestrian protection and encourages the use of the pedestrian crossings with lights at the intersection.

Table 3 – Summary of verbal and written feedback from key stakeholders and community members

Out of Scope

Category	Feedback	Roads and Maritimes' response
Traffic suggestions	A morning peak hour "right turn ban - buses excepted" sign at Alpha Road and Mowbray lights would fix Edinburgh Road congestion.	Not within the scope of the project. This request will be forwarded to Willoughby Council as it is a local road.
	There is land outside the shops on the left hand side. Could that be used to create a left hand turn lane there?	Roads and Maritime assess Development Applications on a case by case basis. Once the DA is submitted and assessed, RMS will re-evaluate the impacts prior to approval.
	Take up the Quadrangle's offer to create an extra lane out of Castlecrag.	Roads and Maritime assess Development Applications on a case by case basis. Once the DA is submitted and assessed, RMS will re-evaluate the impacts prior to approval.
	Don't let future shopping centre parking increase access Edinburgh Road.	Roads and Maritime assess Development Applications on a case by case basis. Once the DA is submitted and assessed, RMS will re-evaluate the impacts prior to approval.
	Proposal fails to address pedestrian safety on Edinburgh Road near Eastern Valley Way and Raeburn Avenue. People cross there and not at the lights.	Raeburn Avenue is outside the scope of this proposal. The proposal improves safety of Eastern Valley way and Edinburgh Road.
	We need a pedestrian crossing, not four lanes of traffic on Edinburgh Road.	Marked foot crossings, also referred to as zebra crossings, are subject to warrants and safety considerations. This request will be forwarded to Willoughby Council as it is a local road.
	There are no lifts from car park underneath Quadrangle to the street level.	The scope of the project is to upgrade the intersection. Providing lifts underneath the shopping centre is outside the scope of the project.
	How many cars turn right into Third and Fourth Avenues during peak hours?	Vehicles use Third and Fourth Avenue during peak periods as an alternative to Eastern Valley Way. The introduction of a dedicated right turn will reduce these vehicle movements and restore utilisation by local residents. Making changes to Third and Fourth Avenues is outside the scope of this project.
	Could a no right turn be put into Third and Fourth Avenue?	A low volume of vehicles used the right turn on to Thrid Avenue and Fourth Avenue to skip Eastern Valley Way. The improvements at the intersection of Eastern Valley Way will restore these movements to the State Road Network.

		<p>Making changes to Third and Fourth Avenues is outside the scope of this project and they are local roads.</p> <p>Willoughby Council deemed the right turn onto these two roads necessary to provide local resident access.</p>
	<p>Move the bus stop from the north west corner of the intersection to the south west corner to create extra left hand turning lane</p> <p>Relocating bus stop on south western corner of Edinburgh should also be considered, as that creates a bottleneck.</p> <p>Suggested more bus services from Linden Way, Castlecrag to North Sydney and Chatswood Station/shops.</p>	<p>Roads and Maritime has no plans to relocate the bus stops as traffic modelling showed it had a minimal effect on the operation of the intersection and that there was a relatively low bus frequency at this location.</p> <p>Making other changes to the bus network is outside the scope of this project.</p>

Table 4 – Summary of verbal and written feedback from key stakeholders and community members outside of the scope of this project

Decision

Roads and Maritime would like to thank everyone who provided feedback.

After listening to the community about concerns around parking availability and the ability of residents to park near local businesses, Roads and Maritime have decided to progress the project with a number of changes to the scope.

The revised scope of the project now does not include adding an additional lane from Edinburgh Road east turning north into Eastern Valley Way. The right turn lane in place currently will be used for a dedicated right turn traffic light phase and the left lane will be used for through and left turn movements.

Other changes include reducing the number of parking spaces required to be removing from 26 during peak periods and 6 permanently, to just 11 parking spaced removed, during the weekday morning peak time and 15 parking spaces during the weekday afternoon peak period only. The hours of peak time parking restrictions have been reduced from four hours during the morning and afternoon periods, to 2.5 and three hours in the morning and afternoon peaks, respectively.

These changes mean the six parking spaces on the northern side of Edinburgh Road no longer need to be removed and no permanent parking removal is required.

The revised proposal will result in parking restrictions to:

- Six parking spaces on Edinburgh Road, east of Eastern Valley Way, between *7:00am and 9:30am Monday to Friday* in front of 100 Edinburgh Road, Castlecrag. Alternate parking spaces are available in Edinburgh Road and off-street car parks.
- Five parking spaces on Edinburgh Road, west of Eastern Valley Way, between *6:30am and 9:30am Monday to Friday* in front of 74 to 80 Edinburgh Road, Willoughby. It is noted that the residential properties along this section of Edinburgh Road have off-street parking available. There is also street parking available in nearby local streets that could be used during the times that the parking restrictions apply.
- 15 parking spaces on Edinburgh Road, west of Eastern Valley Way, between *3:30pm and 6:30pm Monday to Friday* in front of 68 to 80 Edinburgh Road, Willoughby. It is noted that the residential properties along this section of Edinburgh Road have off-street parking available. There is also street parking available in nearby local streets that could be used during the times that the parking restrictions apply.

Parking will be permitted in Edinburgh Road outside of the above-mentioned restrictions where it is currently permitted to do so.

Appendices

Appendix A – Notification – February 2018



February 2018

Proposed intersection improvements on Edinburgh Road at Eastern Valley Way, Castlecrag

Roads and Maritime Services has carried out a review of the intersection at Eastern Valley Way and Edinburgh Road, Castlecrag to provide improved safety and efficiency. This review was in response to residents' concerns and requests to provide a dedicated right turn arrow from Edinburgh Road onto Eastern Valley Way and to improve safety for pedestrians.

Crash data indicates there have been seven crashes involving pedestrians at this intersection in the last 10 years.

Roads and Maritime has developed a proposal to install a dedicated right turn and improve pedestrian safety in response to resident's requests. We have included a map on the next page outlining the changes.

We will hold an information kiosk session at the Quadrangle Shopping Village, to hear from local residents and businesses about the proposed changes designed to improve safety.

Key Changes

Currently, westbound motorists find it difficult to safely turn right as there is no dedicated phase in the traffic lights for this movement. Key changes that will be made to address this issue and improve safety include:

- installing a dedicated right turn lane for vehicles turning right from Edinburgh Road into Eastern Valley Way
- permanently removing six parking spaces on the northern side of Edinburgh Road to allow for the new right turn lane
- removing 26 parking spaces on the southern side of Edinburgh Road during peak times to manage congestion.

Benefits of these changes include:

- providing a safe turning condition for motorists wanting to turn right from Edinburgh Road westbound onto Eastern Valley Way northbound
- improving pedestrian safety by implementing pedestrian protection with red right turn arrows to hold traffic while pedestrians cross
- maintaining current intersection efficiency for Eastern Valley Way while providing additional safety while turning right from Edinburgh Road.

Information sessions

Roads and Maritime will hold an information kiosk session at the Quadrangle Shopping Village on Saturday, 17 March, 2018 from 10am to 12pm.

If you would like to know more about the proposal to improve safety at the intersection, please come and speak to our team.

rms.nsw.gov.au

Contact

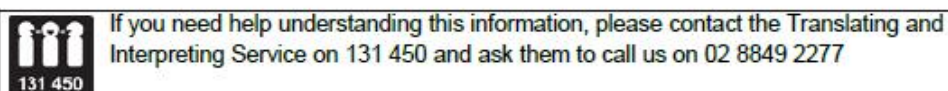
If you have any questions, please contact our Project Manager, Dean Simmonds, on 0429 672 308 or email dean.simmonds@rms.nsw.gov.au.



Other proposals in the area

In mid-2017 Roads and Maritime asked for community feedback on proposed Clearways on Eastern Valley Way between Roseville Chase and Northbridge. We received a large number of responses from residents and motorists. Community comment is being considered and will be responded to separately to this safety proposal.

For more information about Clearways, please visit our website rms.nsw.gov.au/clearways.



rms.nsw.gov.au

Appendix B – Distribution Area



October 2018



rms.nsw.gov.au/
edinburghev



13 22 13



Customer feedback
Roads and Maritime
Locked Bag 928,
North Sydney NSW 2059

March 2019
RMS.18.1159
ISBN: 978-1-925891-30-0